Gazette of the United States, and Philadelphia Daily Advertiser.

By JOHN FENNO, N° 119 Chesnut Street.

NUMBER 1487.] PHILADELPHIA: WEDNESDAY EVENING, JUNE 14, 1797. [VOLUME XI.

For Sale,
The fine and remarkably fast sailing Schooner
Virginia and Philadelphia Packet,
Burthen about 100 tons. For terms apply to
Ross & Simson.
June 12. dtf

For St. Thomas,
THE SHIP
Ann and Mary,
Captain BILLIS;
WILL sail in ten days. For freight or passage apply to
F. COPPINGER.
No. 221, South Front street.
June 9. d10t

For Sale,
The Brig
ACTIVE,
On the 20th inst. at the Coffee-House, at 7 o'clock, P. M, as she came from sea: she is known to be a fast sailer. Any particular information may be had on application to Capt. Bingham on board said brig, at Messrs. Jesse and Robert Waln's Wharf, to John Plankinhorn, or Thomas Stewart. Inventory to be seen and terms of payment to be made known at the time of sale.
June 8. tf

For London,
THE SHIP
WILLIAM PENN,
JAMES JOSIAH, Master.
WILL sail with all convenient speed. For freight or passage apply to
Jesse & Robert Waln.
May 19 §

For Sale,
The cargo of the brig Enterprize, Captain Langdon from Bourdeaux, now landing at Morton's wharf,
CONSITING OF
524 hhds. of Claret
217 cases of ditto
100 cases of Sweet Oil
110 pipes London proof
10 pipes of Holland proof } BRANDY.
Entitled to drawback.
Apply to
Wharton & Lewis,
No. 115, South Front St.

Said Brig,
WILL take a FREIGHT for the West-Indies or Europe, sails fast, burthen about fifteen hundred barrels, is in complete order, and will be ready to receive a cargo in a few days
Apply as above.
May 24 §

For Sale or Charter,
THE SHIP
WARREN,
Benjamin Church, Master.
OF about 280 tons burthen. Enquire of
Jesse & Robert Waln-
May 26 §

For Hamburgh,
THE SHIP
AERIAL,
John Tarris, master.
A GREAT part of her cargo is engaged, and she will sail in ten days. For freight or passage apply to capt. Tarris, at Willings & Francis' wharf, or to *GURNEY & SMITH.*
May 25 §

For Freight or Charter,
To any part of Europe,
The Swedish Ship
Alexander Magnus,
Capt. CARL G. EHSMAN,
ABOUT 350 tons burthen, in this port; and also the Danish Ship FREDERICK JULIUS KAUS, of 450 tons, now lying in Hampton Roads.
Apply to JOHN VAUGHAN.
May 26. tuthf2t

For Freight or Charter,
THE
Brig Fame,
FRANCIS KNOX, Master:
A strong, excellent vessel, has been just sheathed and ready to receive a cargo. She will carry 2,000 barrels, has good accommodations for passengers.
Apply to
Capt. Knox, or to Kearny Wharton.
June 6. 6p

HAY.
A Quantity of excellent Old and New Hay to be had at Peel Hall Farm on the Wissahickon Road, about 2 miles from the City.
Also, A QUANTITY OF BUILDING STONE.
June 8 §6t

WINDOW GLASS,
Of Superior Quality, and cheaper than any other in the City—
OF VARIOUS SIZES,
From 8 by 6 to 19 by 14.
By the single Box or Quantity, may be had at the Store of the Subscribers, corner of Arch and Front-street.
James C. & Samuel W. Fisher.
Philadelphia, June 9, 1797. §1wmwstf

For sale,
A pair of very handsome
Bay Horses,
Near sixteen hands high, well broke, and perfectly gentle. Enquire at Mr. Kelson's stables, Church-alley.
Also, for Sale,
A Chariot and plated Harness.
June 13. d10p

To be sold,
The time of a stout hearty young NEGRO MAN, who has upwards of four years to serve. Enquire at No. 25, Dock-street.
June 13. d2w

A Quantity of Brandy,
FIRST & 2d proof,
Gin, of 4th proof, in pipes
Jamaica Spirits, 4th proof, in Hhds
Old Hock, in cases of 40 dozen each
Glass Tumblers, in pints and half-pints
Window Glass, in boxes, of different sizes
Hazlenuts, in sacks
Whiting
Copperas
White Lead } in hhds
& Spanish Brown
For Sale by
PETER BLIGHT.
January 4 6.

Ross & Simson,
Have for Sale,
A QUANTITY OF PRIME
St. Domingo Cotton,
Superior Old Lisbon Wine in Pipes
Excellent India Market
Teneriffe Wine,
In Madeira Casks
A few Quarter Chests best
Fresh Hyson and } TEAS
Hyson Skin
Muscovado Sugars in Hogsheads, and
Coffee in Tierces
March 7. ||tf

Household Furniture.
NOW selling by private sale, No. 17 Dock-street—consisting of chairs, tables, looking-glasses, bureaus, hand and fire irons, bedsteads, feather-beds, carpets, bedding, window curtains, bed and table linen, kitchen furniture, &c. The whole in good order, and has only been a few months in use.
The sale to continue daily 'till the whole is sold.
June 2 §

St. Ubes Salt.
3000 bushels St. Ubes SALT, for sale by
Philips, Cramond, & Co.
June 12. 3t

Richard Bayley & Co.
Late JOHN WHITESIDES & Co.
No. 136 Market-street,
HAVE received per the ships William Penn and Star from London, a large and fashionable assortment of the following articles: viz.
Chintzes, and printed Cottons, of the newest patterns
Furniture Dimities and Chintzes
Ginghams, plain and figured,
Muslins, printed and embroider'd
Do. tambour'd, plain, check and strip'd
Do. tamboured, of a very superior quality
Fine Book, Jaconet and Decca Handkerchiefs
Dimities and muslinets
Damask table-linen, in setts and in the piece
Diaper ditto in Cloths and in ditto
Holland and Russia Sheetings
Loop'd Hollands and Irish Linens
Long Lawns and Cambrics
Sattins and Silks, plain and figured
Ribbons and Gloves
Crapes and Gauzes
Straw, Chip, and Paper Hats and Bonnets, new shapes
Fancy trimmings, &c.
With a variety of articles in the Linen-Drapery and Haberdashery line.
May 22 §20t

Printed Calicoes.
JOHN MILLER, Jun. & Co.
No. 8 Chesnut-Street,
Have for Sale
FIFTY TRUNKS neatly assorted, very low on short credit.
March 6. §

Pennsylvania Population Company.
NOTICE is hereby given to the Share Holders, that a further assessment of NINE DOLLARS is levied on each share, payable as follows, viz.
Six Dollars immediately, and
Three Dollars on the 1st of July next.
Which they are requested to pay to the Treasurer of the Company, at the Company's Office, No. 53, North Fourth-street, agreeably to the times above mentioned; and they are further informed, that on their neglecting to pa the same as above directed, the severa lforfeitures will be exacted.
By order of the Board,
SOL. MARACHE, Treasurer.
May 27. d30t

Just Arrived,
In the schooner Dove, Captain Paul, from St Thomas, and for sale by the subscriber.
Muscovado Sugar in hhds. tierces and barrels.
St. Croix Rum in hhds.
And Laguira hides.
ALSO ON HAND,
Imperial, Hyson, and Hyson Skin Teas.
Sherry and Malaga Wines.
Yellow Nankeens.
Canton Cloth.
Lutestrings.
Silk Handkerchiefs.
Sewing Silk.
Cotton in bales.
Peruvian Bark.
Holland Gin in pipes.
Do. Cheese.
Do. Glass ware.
China Ware.
Window Blinds.
Rheubarb.
Quicksilver, &c.
JOSEPH SIMS.
May 22d. d14t.

Grattan and Comp.
RESPECTFULLY inform their friends, that they have imported from London per the ship Star, a large assortment of
PERFUMERY,
Which is now opened for sale at their House, No. 192 Market-street.
Also, a new assortment of ready-made gentlemen's linen, shirts from 2 dollars each to 8 dollars, &c. &c. &c.
Ladies and gentlemen are accommodated with board and lodging at ten Dollars each.
Those Gentlemen who have their own private lodgings, may be accommodated with dinner only, by the week or month.
June 5 6t

The Subscriber,
Determined to retire from business, invites all who have any note, bill, bond or acceptance of his, now due, to call for payment; and those who wish to anticipate may receive the money at a reasonable discount.
JAMES SWAN.
May 22. d1w.
Dorchester, near Boston, 16th May 1797.

NOTICE.
THE co-partnership of William Young, John Mills, and John Mills, jun. Booksellers and Stationers, under the firm of W. Young, Mills and Son, is this day dissolved by mutual consent. All persons indebted to the copartnership are requested to make payment to William Young, and those having demands are desired to produce their accounts for settlement.
William Young,
John Mills,
John Mills, jun.
Philadelphia, June 6th, 1797.
W. YOUNG
Continues the bookselling and stationary business at the usual place, wholesale and retail, where he has now a very large assortment of
Writing and Printing Papers and Books,
Of which catalogues with the prices affixed are delivered gratis.

Wanted,
A person well qualified in the bookselling and stationary business. Applications will be received till the first July next, at No. 52, South Second-street, corner of Chesnut-street.
June 6. d7p

Just Received,
From Batavia (via Providence)
170 Sacks of Java Coffee of first quality
200 half sacks do. do.
A few Boxes of Spices, consisting of
Nutmegs, Cloves and Mace
For sale by
WILLINGS & FRANCIS,
Penn-street.
may 30 dtf

For Sale, a new three story Brick House.
AT the Merchants Coffee House, on Friday next, the 16th inst. at half past 8 o'clock in the evening, will be sold by Public Vendue, a genteel three story brick House; it is pleasantly situated on the South side of Arch Street, the fourth house above Fourth street.
It may be viewed any time before the sale.
Terms are, one fourth in approved notes of 60 days, and the residue if required may remain seven years, on security and interest annually.
Sold clear of all incumbrances, and immediate possession may be given.
Further particulars will be made known at the time of sale, by
Richard Footman & Co.
Auctioneers.
June 12. d5t

Pennsylvania Population Company.
NOTICE is hereby given to the Shareholders, that a further assessment of fifteen dollars is levied on each share, payable in the following instalments—viz.
One quarter immediately.
One quarter on the 1st of June.
One quarter on the 1st September.
One quarter on the 1st Dec. next.
Which they are requested to pay to the Treasurer of the Company at the Company's Office, No. 53 north Fourth street, agreeably to the times above mentioned; and they are further informed that on their neglecting to pay the same as above directed, the several forfeitures directed by the Constitution, willl be exacted.
By order of the Board,
SOL. MARACHE,
Treasurer.
May 15 §1m

To be Sold,
A large and convenient
Three Story Brick House;
SITUATE at the north-east corner of Arch and Fourth-streets. It contains eighteen rooms—and is in every respect well finished. For particulars enquire of
M. Keppele,
No. 138, Chesnut-street.
May 31. §

Erskine's View of the War.
JUST PUBLISHED,
By ROBERT CAMPBELL & Co.
No 40 South Second street,
[Price 31 Cents]
A View of the Causes and Consequences of the present War with France.
By the Honorable THOMAS ERSKINE.
May 15 §

Maurice Moynihan,
No. 81, North Second street,
A few doors above Arch-street,
INFORMS his friends and the public, that he has for wholesale or retail, on the lowest terms, a general assortment of Queen's Ware, gilt and cut tumblers, plain and flowered quart, pint, half pint gill and half gill do. exact measures, decanters and wine glasses; gallon, half gallon, quart and pint bowls, and china in sets and separate; pocket bottles: Schuylkill and Jersey country quart and half gallon bottles; Dry Goods, &c. &c.
N. B. Crates put up with care at the shortest notice.
May 11 dtf

JOHN CRAIG
HAS just imported from Rotterdam, via St. Thomas, and for sale on reasonable terms by the package
Platillas Royal
Haerlem and German linens
Rouens
Post and Pro Patria Paper
Wafers
Quills
Oziers for Hoops, in Bundles
Coffee Bags
He has also for Sale,
Best Red Clover Seed
Old Madeira Wine, fit for immediate use
Teneriffe Wine of first and second Quality
Coffee in Bags and Hogsheads
Jamaica Spirits
Connecticut Turpentine Soap
Window Glass
Two Trunks of best Patent, Silk and Cotton Hosiery
April 18. 4aw

WANTED,
ABOUT 200 tons of freight, for any port in Spain, or the Mediterranean in a neutral bottom. Enquire of JAMES YARD
June 7. 7t

For Sale,
THE unexpired time of a likely Negro Girl, about 10 years old, who has upwards of 11 years to serve.—She is of a good temper, and very smart, active and useful in a family.
Apply at No. 149 South front, or 35 Union street. June 10 —*mw&f

The sale of 40931 1-2 acres of Land on the waters of Wheeling and Fishing Creeks, in Washington county, advertised for 15th inst. is postponed to a future day, of which due notice will be given, if a private sale does not take place. 3t
June 12.

Post-Office, 23d May, 1797.
THE Mail for Baltimore will be closed at this office every morning (Sundays excepted) at half past 7 o'clock.
The Mail for Boston will be closed every day (Sundays excepted) at 12 o'clock noon; and
The Mail for Frederica, Milford, Clowes, Dagsborough, Delaware, Horntown, Accomack Court-House and Northampton Court-House, Virginia, will be closed every Monday morning at half past 7 o'clock.
May 23 *12t

THIS DAY IS PUBLISHED,
(Neatly bound and lettered, price 2 dols. 25 cts.)
By G. DECOMBAZ,
BOOKSELLER & STATIONER,
No. 48, North Third Street,
The Adventures of Telemachus.
French and English, 2 vols. 12mo.
AMONG the books which daily fall into the hands of the youth of both sexes, none have a higher claim to their attention than Telemachus. The most interesting lessons are here conveyed in the vehicle of an interesting Poem, replete with the finest touches of the true pathetic, and embellished with all the graces of a beautiful style. The fatal effects of indulging the passions are exemplified in the most striking manner; and the happiness attending innocence and virtue painted in the liveliest colours. Whatever can incite to virtue or deter from vice; whatever can enlighten the understanding, charm the imagination, and improve the heart, is to be found in this interesting work.

THE NAVAL GAZETTEER;
Being a complete Geographical Dictionary, containing a full and accurate account, alphabetically arranged, of all the countries and islands in the known world; showing their latitude, soundings, and stations for anchorage; with a particular description of the several Bays, Capes, Channels, Coves, Creeks, Currents, Gulfs, Harbours, Havens, Lakes, Oceans, Races, Rivers, Roads, Rocks, Sands, Shoals, Sounds, Straits, Tides, Variation of the Compass &c. Together with a particular relation of the shape and appearance at sea, of the several Headlands, Isthmuses, Peninsulas, Points, Promontories, and whatever is of use or importance to the Master, Pilot, Commander, or Seaman of any ship or vessel, in navigating the watery element.
Also Comprehending
Ample Directions for sailing into or out of the different Ports, Straits, and Harbours of the four quarters of the world; and for avoiding dangers on the various and extended coasts; in which more than twelve thousand distinct names of places, are treated of and explained. With a correct set of Charts, 2 vols. 8vo. price 6 dols.
By the Rev. JOHN MALHAM,
☞ This has been pronounced the most useful and the cheapest book published in America.
June 9. dtf.

COLUMBIA HOUSE
Boarding School for young Ladies.
MRS. GROOMBRIDGE with much pleasure and respect, returns her sincere acknowledgement for the liberal encouragement she has received during four years residence in Philadelphia; and assures her friends and the public, so far from intending to decline her school, she has made a superior arrangement for the more convenient accommodation of her scholars.—Every branch of useful and polite education is particularly attended to by Mrs. Groombridge and masters excelling in their respective professions.
Corner of Spruce and Eleventh Streets.
June 5th, 1797. §1mstf
The situation is perfectly healthy; and made more agreeable by an extensive garden and lot of ground adjoining the house.

For Sale,
ON board the ship MOLLY, John Frost, master from Liverpool, laying at Walnut-street wharf
6000 bushels of fine stoved Salt,
And QUEEN'S WARE, well assorted,
By PHILIP NICKLIN & Co.
WHO HAVE IN STORE, ALSO FOR SALE,
100 Boxes White Havanna Sugars
Imperial and } TEAS
Hyson
17 tubs Quicksilver
2 chests Bandanno Handkerchiefs
A few chests Manchester Goods well assorted in corduroys, thicksets, ginghams, muslinets, dimities, &c. 2 Trunks black sewing silk,
180 Crates queens ware, well assorted,
10 Tons sheet lead,
Nails assorted, flat and sharp points,
London particular and } Madeira Wine in
India market } pipes and hhds.
30 pipes, 10 hhds. Teneriffe Wine,
10 pipes choice Port ditto,
31 casks yellow paint,
7 boxes 12 bundles writing slates,
1 box ink-stands & note presses,
Sail canvas assorted No. 1 à 8.
May 4. dtf

Millinery Room,
No. 136 Market-street.
MISS CHRYSTAL
TAKES an early opportunity of acquainting her Friends that she has received by the WILLIAM PENN, a variety of NEW MILLINERY, &c. which she hopes to be able to shew them in a few days.
May 18 §30t

A FEW BOXES OF
Bologna Sausages,
OF A SUPERIOR QUALITY,
To be sold at No. 199 South Front-street.
April 20, eotf

The Commissioners
FOR carrying into effect the TWENTY-FIRST Article of the Treaty of Friendship, Limits, and Navigation, between His Catholic Majesty and the United States of America, hereby give information to all Persons therein concerned,—That, in order to terminate all differences, on account of the losses sustained by the Citizens of the United States, in consequence of their Vessels and Cargoes having been taken by the Subjects of His Catholic Majesty, during the late War between Spain and France, that they are ready to receive (at their Office, between the hours of ten and one o'clock, daily) all complaints and applications, authorized by the said Article, during EIGHTEEN MONTHS, from the day of the date hereof, and that they have power to examine all such persons as come before them, on oath or affirmation, touching the complaints in question, and also to receive in evidence, all written testimony, authenticated in such manner as they shall think proper to require or admit.
By Order of the Commissioners,
PETER LOHRA,
Secretary.
Commissioners Office, No. 109, Mulberry-street, Philadelphia, May 17th, 1797.
20—§4w

The Commissioners
FOR carrying into effect the sixth article of the treaty of amity, commerce and navigation, concluded between his Britannic majesty and the United States of America, on the 19th day of November, 1794, having this day constituted their Board, pursuant and agreeably to the said treaty, do hereby give notice, that they are ready to proceed to business accordingly; and they desire that all claims under the said article (which so far as the same describes the cases thereby provided for, is hereunto annexed) may be lodged with their Secretary without delay.
They further desire that all such claims may not only state in what manner the several cases come within the description of the said article, but also specially set forth the nature of the evidence by which the claimants respectively undertake to substantiate the same.
Extract from the said article,
"Whereas it is alledged by divers British merchants, and others his majesty's subjects, that debts to a consid rable amount, which were bona fide contracted, before the peace, still remain owing to them by citizens or inhabitants of the United States; and that by the operation of various lawful impediments, since the peace, not only the full recovery of the said debts has been delayed, but also the value and security thereof have been in several instances impaired and lessened, so that by the ordinary course of judicial proceedings, the British creditors cannot now obtain and actually have and receive full and adequate compensation for the losses and damages which they have thereby sustained: It is agreed that in all such cases where full compensation for such losses and damages cannot for whatever reason be actually obtained, had and received by the said creditors in the ordinary course of justice, the United States will make full and complete compensation for the same to the said creditors: but it is distinctly understood, that this provision is to extend to such losses only as have been occasioned by the lawful impediments aforesaid, and is not to extend to losses occasioned by such insolvency of the debtors or other causes, as would equally have operated to produce such loss, if the said impediments had not existed; nor to such losses or damages as have been occasioned by the manifest delay, or negligence, or wilful omission of the claimant."
By order of the Board,
GRIFFITH EVANS,
Secretary.
Philadelphia, Commissioners' Office,
No. 3 south Sixth-street, May 29,
1797. J6—§1m

THE SUBSCRIBER having been appointed by the Envoy Extraordinary and Minister Plenipotentiary of his Britannic Majesty, General Agent for assisting British creditors, and such particular agents as they may specially authorize, in prosecuting their claims before the commissioners for carrying into effect the sixth article of the *Treaty of Amity, Commerce and Navigation between his Britannic Majesty and the United States of America,* hereby gives notice that he has opened his office at his house the south east corner of Chesnut and fifth streets, Philadelphia, where he is ready to receive all claims or instructions for claims with the vouchers and documents thereof, for the purpose of bringing forward the same agreeably to the rules and orders which the board may think proper to prescribe.
And as it will be for the interest of all concerned, that the several claims be so stated, and supported, as to prevent the delay which would arise from the necessity of obtaining further information, or additional materials, from persons residing at a distance, the general agent thinks it his duty to add, (for the direction chiefly of those, who, not having employed particular agents, may leave the prosecution of their claims to his charge and management) that all such claims ought in particular to set forth—
1st. The proper description and situation of the creditor or claimant, and original debtor, respectively.
2d. The date or nature of the original contract or debt.
3d. When, in what manner, and to what extent, the creditor or claimant was prevented or impeded, by the provision, operation or defect of law, the decisions and practice of courts, or restraint of execution, from recovering payment of the debt in question.
4th. The loss and damage incurred or sustained, in consequence of such impediments, whether the same may have arisen from the insolvency, change of situation, or death of the debtor, the loss of legal remedy from lapse of time, or other causes impairing the value and security of the debt, which would not have so operated if such impediments had not existed.
And 5th The particular grounds and reasons on which the claimant maintains, in the terms of the treaty, that "by the ordinary course of judicial proings, the creditor cannot now obtain and actually have and receive full and adequate compensation" for the losses and damages so sustained.
The general agent thinks it his duty further to suggest that the several claims ought to be accompanied and supported by the affidavits of the claimants duly sworn and regularly attested, both as to the existence of the debts claimed, and such other circumstances as may be within their own knowledge respectively. And wherever the claimants in stating the nature of their evidence (which must in every instance be the best of which the case is capable) have occasion to refer to the testimony of witnesses, it will be proper to apprise the general agent of the names and places of residence of such witnesses and the facts to be established by their testimony.
Wm. Moore Smith.
Philadelphia, June 8 h, 1797. d1m

New-England Rum,
In Hogsheads and Barrels, for sale by
EZEKIEL HALL.
June 7. 4t.

The Gazette.

PHILADELPHIA,

WEDNESDAY EVENING, JUNE 14.

MESSAGE

FROM THE PRESIDENT OF THE U. STATES.

Gentlemen of the Senate and House of Representatives,

I HAVE received information from the Commissioner appointed on the part of the United States, pursuant to the 3d article of our Treaty with Spain, that the running and marking of the Boundary Line between the Colonies of East and West Florida, and the Territory of the United States, have been delayed by the Officers of his Catholic Majesty, and that they have declared their intention to maintain his jurisdiction, and to suspend the withdrawing his troops from the Military posts they occupy within the territory of the United States, until the two Governments shall, by negociation, have settled the meaning of the 2d article respecting the withdrawing of the troops, garrisons, or settlements of either party in the territory of the other; that is, whether when the Spanish garrisons withdraw, they are to leave the works standing or to demolish them, and until, by an additional article to the Treaty, the real property of the inhabitants shall be secured, and likewise until the Spanish Officers are sure the Indians will be pacific. The two first questions, if to be determined by negociation, might be made subjects of discussion for years, and as no limitation of time can be prescribed to the other, a certainty in the opinion of the Spanish Officers, that the Indians will be pacific, it will be impossible to suffer it to remain an obstacle to the fulfilment of the Treaty on the part of Spain.

To remove the first difficulty, I have determined to leave it to the discretion of the Officers of his Catholic Majesty, when they withdraw his troops from within the territory of the United States, either to leave the works standing, or to demolish them.—And to remove the second, I shall cause an assurance to be published, and to be particularly communicated to the Minister of his Catholic Majesty, and to the Governor of Louisiana, that the settlers or occupants of the lands in question, shall not be disturbed in their possessions by the troops of the United States; but, on the contrary, that they shall be protected in all their lawful claims, and to prevent every doubt on this point, it merits the consideration of Congress, whether it will not be expedient immediately to pass a law, giving positive assurances to those inhabitants who by fair and regular grants, or by occupancy, have obtained legal titles or equitable claims to lands in that country, prior to the final ratification of the Treaty between the United States and Spain, on the 25th of April, 1796.

This country is rendered peculiarly valuable by its inhabitants, who are represented to amount to nearly four thousand, generally well affected and much attached to the United States, and zealous for the establishment of a government under their authority.

I therefore recommend to your consideration, the expediency of erecting a government in the District of the Natchez, similar to that established for the territory North-West of the River Ohio, but with certain modifications relative to titles or claims of land, whether of individuals or companies, or to claims of jurisdiction of any individual State.

JOHN ADAMS.

United States, June 12, 1797.

CONTINUATION OF Foreign Intelligence,

From London papers by the Telemachus.

HAMBURG, April 18.

Our letters from Vienna, dated the 11th inst. state as follow:

The unfortunate situation of this capital and of our affairs is daily encreasing, the Archduke CHARLES has found himself obliged by the great superiority of the French to retreat behind Bruck on the Murr, in Styria, about 16 or 18 miles distant from that place. The Republicans have taken possession of Klagenfurth; and according to a prevailing report, even of Graetz the capital of Styria They pursue the Archduke very closely. The inhabitants of this city have offered to occupy and defend the lines near Vienna, and all their servant and other people they employ are to march against the enemy, under the orders of the Prince of Wirtembergh, late Governor of Graetz. In order to prevent the French from rendering themselves masters of the Danube, a camp of 12,000 men is to be formed near Lintz. The English and Russian Envoys make the necessary preparations for quitting this capital in case of need. The empress, the archdukes, &c. are to proceed either to Olmutz or to Prague, whither the Archives, precious effects, &c. are likewise sent. Some French spies were lately arrested at a small distance from Vienna

In Tyrol affairs have suddenly taken a better turn. The Austrians re-entered Botzen on the 4th inst and Brixen on the 6th. The French are every where retreating in Tyrol to join their troops in Carinthia and Styria. But this retrograde movement may perhaps also be occasioned by the great armaments in Tyrol, where 40,000 peasents are under arms; so that it might be possible to cut off Buonaparte's army, if it were not too strong.

"Meanwhile, proposals of an armistice have been made to Buonaparte, which he has however rejected, declaring at the same time that he was only authorized to conclude a peace. His proposals were however too humiliating for the House of Austria, and were consequently rejected; but at the same time counterpropositions were transmitted to Buonaparte, whose answer is not yet arrived."

LONDON, April 17

Admiral Gravina is arrived at Cadiz, to take the command of the Spanish fleet,—which was to sail about the 3d inst.

Buonaparte is marching to Vienna without meeting with any obstacles in his way, and there is no army which can check his progress. He says in a letter of the 3d instant, that he was then 28 leagues distant from Vienna, where he hoped to arrive on the 9th.

The king of Sweden has permitted all sorts of grain to be exported from Sweden.

Letters from the frontiers of Suabia, of the 2d inst. mention a contribution having been laid by the French on the town of Botzen, of three, and, according to others, of four millions of livres.

From the complection of several popular Meetings, one should suppose that their object was rather confusion than peace. The language held on these occasion has been better calculated to procrastinate the desireable event, than accelerate its conclusion; it is rather inviting the enemy to hold out exorbitant terms, than to propose such as are likely to procure a lasting peace, which is the avowed, though not the true object of some of these Meetings. We are persuaded that many gentlemen who give their sanction to them, do so from the best and purest motive; but they are not aware perhaps, that to force Petitions of this sort on his Majesty, especially pending a negociation, must tend to give confidence to the enemy, while it weakens the energy of our own Government.

The Vengeur privateer, lately taken from the French by the Vestal frigate. is supposed to have made more captures than any ship during the war.

The Batavian Convention have appointed a Council of war to try Admiral Lucas, and the rest of the officers of his fleet, lately returned from the Cape of Good Hope.

Letters from Rio de Janeiro, of the 24th Oct. 2, state French frigates and a brig to have been cruizing off that coast, and to have captured one English and several Portuguese vessels.

On Saturday seven foreigners, Apprehended at a gaming-house, in Panton-street, were examined at Bow-street. Several persons appeared to the character of four of them, who were in consequence liberated; two others were ordered to remain in custody, till some persons of respectability should vouch for their good conduct; and the seventh was ordered to leave the kingdom, under the provisions of the Alien Bill.

The great Tunnel of the Worcester and Birmingham Canal is finished; it is upwards of a mile and a half in length; vessels of 80 and 100 tons pass and repass through it; it has been nearly three years building.

In the Sitting of the Council of Five Hundred the 8th inst. Delarue denounced the atrocities which the Jacobins, headed by the Commissaries of the Directory, had committed in order to drive the good Citizens out of the Primary Assemblies. This denunication was followed by a very violent debate; at the close of which the Council resolved, that a message should be sent to the Directory, desiring information of the measures adopted to prevent and check the like disorders; which resolution renders the Directory at once Judge and party.

Camus having in the same Sitting been censured by Dumolard for having illegally granted 750,000 livres in specie to the Minister of General Police, was forced to confess, that it had been done for the purpose of enabling the latter to pay the Emissaries of Government to influence and direct the elections, The list of candidates, Ex Members of the Convention, which was sent Belgium to cause them to re-electsd, consisted mostly of Jacobins, as Poulain, Grandpré, Fourcroy, Goupillon de Fontney, Delmas, Matthieu, Treilhard, and Richard, The rest belonging to what is called the party of the Belly (du ventre), which of late has adopted Jacobin principles, in order to support the Directory. To this party belong Berlier, Cambaceres, Dannou, Jard, Ponvillien, and Quinette. Not one single moderate was on the list which shews the system and sentiments of the actual Government of France; but to Judge by the Electors chosen in Belgium it should seem that the aim of the Directory will be frustathe, and that none but men of moderate terms and pacific sentiments will be chosen Deputies by the Belgians.

The Resolution of the Council of Five Hundred, which binds the Electors to promise attachment to the Republic, was vigorously opposed in the Council of Elders by Troncon du Condrai, Portalis, Dumas, Barbe Marbois, and other celebrated orators. A nominal appeal having been called for, 114 votes were in favour of the Resolution, and 94 against it; so that it was adopted with the small majority of 20 votes

LONDON, April 18.

Five of the seven deputies of Paris are men of known patriotism; the two are at least equivocal.

Bonnieres was an advocate to the *ci-devant* parliament of Paris; a man of superficial knowledge, an indifferent writer, and a verbose orator: he is known to be an enemy to the revolution, and to have entertained a correspondence with the *ci-devant* count d'Artois during the constituent assembly. A letter of his to d'Artois was intercepted by the *Comite du Recherches*; and Bonnieres was screened by the interference of a private friend who had influence on the committee.—Bonnieres was the counsel of M. d'Artois, and of most of the princes and great families of the French nobility; he was elected member of the second national assembly, but refused to accept. However, as he is a time-serving man, and above all things consulting his own interest, he may, without having altered his principles, be now a strenuous supporter of the present constitution; and it is in that way alone, and from his probable profession of republicanism in the popular assemblies, that we may account for his late nomination.

Murinais is a *ci-devant* noble, a good officer of cavalry, a very violent member of the *cote droit* in the constituent assembly, a man of no common ability, and of inflexible character.

No public event has taken place, either at HOME or ABROAD since the commencement of the war, however unfavorable it may have been to the national prosperity, which has not been falsely commented on and industriously exaggerated by the prints devoted to opposition, to gratitify the hatred and jealousy of the Party against Administration. Steady to this principle of gross misrepresentation, a morning paper of yesterday has seized with avidity the recent discontent manifested by the seamen on board the Grand Fleet, and has, with its accustomed malignity and falsehood, made it the ground work of a most violent invective against his Majesty's ministers. But as the plain statement of facts could not authoaize the inferences which the writer wished to establish, he found it necessary to shift his ground, rnd assert that the discontent arose from the wages of the men being one year in arrear, whereas it is positively known, that it has been only produced by a demand for an increase of pay in future.

LONDON, April 25.

TO THE RIGHT HON. THE LORDS COMMISSIONERS OF THE ADMIRALTY.

We, the seamen and mariners in and belonging to his majesty's fleet now lying at Spithead, have received with the utmost satisfaction, and with hearts full of gratitude, the bountiful Augmentation of Pay and Provisions which your lordships have been pleased to signify shall take place in future in his majesty's royal navy by your order, which has been read to us this morning, by the command of admiral lord Bridport.

Your lordships having thus generously taken the prayer of our several petitions into your serious consideration, you have given satisfaction to every loyal and well-disposed seaman and marine belonging to his majesty's fleets; and from the assurance which your lordships have given us respecting such other grievances as we thought right to lay before you, we are thoroughly convinced, should any real grievance or other cause of complaint arise in future, and the same be laid before your lordships, in a regular manner, we are perfectly satisfied that your lordships will pay every attention to a number of brave men, who ever have and ever will be true and faithful to their king and country.

But we beg leave to remind your lordships that it is a firm resolution, that until the flour in port be renewed, the vegetables and pensions augmented, the grievances of private ships be redressed, an act passed, and his majesty's gracious pardon for the fleet now lying at Spithead be granted, that the fleet will not lift an anchor; and this is the total and final answer.

BY THE KING.

A PROCLAMATION.

For pardoning such seamen and marines of the squadron of his majesty's fleet stationed at Spithead, as have been guilty of any act of mutiny or disobedience of orders, or any breach or neglect of duty, and who shall, upon notification of such proclamation on board their respective ships, return to their regular and ordinary discharge of their duty.

GEORGE R.

Upon the report of the lords commissioners of the admiralty, of the proceedings of the seamen and marines of the squadron of our fleet stationed at Spithead, and of the measures taken by the said lords commissioners in consequence thereof; and in order to manifest our desire to give due encouragement to all those who shall return to the regular and ordinary discharge of their duty, according to the rules and practice of the navy; we have thought fit, by the advice of our privy council, to issue this our royal proclamation, and do hereby promise our most gracious pardon to all seamen and marines serving on board the said squadron, who shall, upon notification hereof on board their respective ships, return to the regular and ordinary discharge of their duty: And we do hereby declare, that all such seamen and marines, so returning to their duty, shall be discharged and released from all prosecutions, imprisonments, and penalties, incurred by reason of any act of mutiny or disobedience of orders, or any breach or neglect of duty, previously committed by them, or any of them.

Given at our court at Windsor, the twenty-second day of April, one thousand seven hundred and ninety-seven, and in the thirty-seventh year of our reign.

GOD SAVE THE KING.

April 26.

In the Times of yesterday we stated, that the Archduke Charles had proposed a truce to the French General Buonaparte, in answer to some overtures he had mad made to his Royal Highness for peace. This was at first refused; but we now learn that a dispatch from General Graham was received by Lord Grenville on Monday last, informing his Lordship, that a truce had been agreed on between the Archduke Charles and General Buonaparte for SIX DAYS. This truce was signed at the moment when the news of the defeat of the French in the Tyrol arrived at his Royal Highness's Head Quarters.

IRELAND.

BELFAST, April 17.

Last night col. BARBER arrested two of the clerks belonging to the Northern Star Office, and placed guards on all the taverns in town, which he kept there until two o'clock this morning with orders not to let any persons out. He brought a man disguised as an officer, and with a black handkerchief over his face, who poined out a number of individuals, who immediately were arrested. The whole of those who have been so arrested within a few days past, amounts to near FORTY!

PORTSMOUTH, April 24.

Arrived here this day the Flora aud Pearl frigates with a privateer captured by the former; she is named L'Incroyable, is upwards of 400 tons burthen, mounts 24 guns on her main deck, and had on board 220 men. The prisoners say, that she is the swiftest sailing vessel that ever sailed from France, and would never have been taken, but from having been becalmed, and the Flora bringing up the breeze with her.—The chace lasted three days; the Pearl having chased her from the 11th in the morning; and it was not till the 13th at midnight that she surrendered. Four days previous to L'Incroyable being chased by the Pearl, she fell in with in the night, another French privateer, called Le Cheri, when an action commenced, which lasted between two and three hours, before they discovered their mistake. The distance of their engaging must probably, have been very great, as no man was hurt on either side.

Last night all was quiet in the fleet at Spithead, except in one or two ships; and that only occasioned by a few refractory rascals, whom the good sense of the rest of the ship's company soon brought to order.

Immediately after the firing the sun set gun, the ship's company of his Majesty's ship Royal William, went aft, sent a message by a midshipman, that the ship's company requested to see all the Lieutenants on deck (their intention being unknown,) when much to their surprize, the officers were told by the ship's company in general, that the conduct of capt. Prickmore and officers had been such during the whole of this affair, that they could not help coming aft to return their most humble thanks; which was done by *three times three*.

This afternoon dropped down to St. Helen's, his Majesty's ship Royal Sovereign, Vice Admiral Sir Alan Gardner, with the first division of the fleet under his command, viz. the Duke, Impeteux, Mars and Robuste.

The remainder of the fleet will follow to morrow, and will, I trust, should the French venture out, convince their king and country, by giving a good account of them, that they are staunch to both.

The following Answer was returned by the Lord Mayor yesterday morning to the requisition to call a common hall, for the purpose of taking the Sheriff's report into consideration. We think the answer does credit to his Lordship, and that it is precisely such as he ought to have given:—

Mansion House, 25th April, 1797.

"GENTLEMEN,

"Having fully considered the requisition signed by a number of the Liverymen of London, and delivered to me by you on the 22d inst. wherein they request of me to convene a common hall within eight days, for the purpose of taking into consideration "the report of the Sheriffs, communicated to the Livery in Common Hall assembled on Wednesday the 12th inst. and to investigate the real causes of the awful and alarming state of public affairs, and to adopt such measures as may be expedient in the present conjuncture." I request of you, gentlemen, to inform them, that I will most readily convene a common hall any day in the coming week which may be most convenient to them (after the termination of the sessions at the Old Bailey) for the purpose of taking into consideration "the report of the Sheriff's communicated to the Livery in common hall assembled on Wednesday the 12th inst.;" but that I deem it incompatible with my duty to assemble the Livery, for the purpose of investigating the real causes of the awful and alarming state of public affairs, a proposition too extensive and unqualified to admit of discussion in an assembly confessedly not deliberative.

I am, Gentlemen,
Your humble Servant,
"BROOK WATSON, MAYOR.

"To Messrs. Thomas Reeve, John Elsee, and Samuel Miller."

PORTSMOUTH, April 19.

Extract of a private letter.

"Yesterday at 11 o'clock, lord Spencer and two other lords of the Admiralty arrived, in order to settle the grievances which the seamen of the fleet make the pretence of their late disobedient and disorderly conduct. As soon as their arrival was made known, lord Bridport, sir Alan Gardner, and Admiral Colpoys, waited on their lordships, who was attended by sir Peter Parker, the Commander in Chief at this port.

"Yesterday sailed his Majesty's ship Romney, with a convoy, to Newfoundland, after being liberated from an embargo laid upon her by the sailors of the fleet, who were resolved no ship should sail until they were assured their demand should be complied with. The duty of the fleet is not suspended, though the seamen are perfectly masters, and do just what they please. Every ship has a yard-rope ready at the fore-yard-arm, to hang any person who breaks through their *own regulations*; still no insults are offered to any of the officers, whose necessary orders are carried on as before this confusion commenced. I fear it will be difficult to comply with all the demands of the sailors, who have been evidently set on by villains who are known traitors to their king and country. The La Nymphe is just arrived, and the Monarch gone out of harbour to Spithead.

The Royal William's crew not cheering morning and evening, were sent to by the people of the Royal Sovereign to say that if they did not, they would fire into them."

Extract of a letter from Portsmouth, dated April 19.

"The discontents which have for several days existed, and still exist, on board the Grand Fleet at Spithead, have assumed a very formidable and systematic character.—The business of the seamen is conducted by a Committee, chosen from amongst themselves, of four men from each ship, who hold their discussions in the Admiral's cabin of the Royal George. They have published their petition, which is now in the press, and is to be distributed *gratis* amongst the fleet to-morrow morning. It consists of several pages. The purport is said to be,—first—*An increase of pay to 1 shilling per day; full weight of provisions of 16 ounces to the pound—a greater proportion of prize money—and an asylum or pension for all persons wounded in the service.* It is understood that the two first demands have been acceded to by Earl Spencer, so far as promising to lay the same before his Majesty; but this promise they are not satisfied with, and are determined to know the result of his Majesty's deliberation on their petition. At present the whole fleet is entirely at their command. The take the boats at pleasure, and communicate ship with ship. Yesterday they sent on board the Romney, of 50 guns, and ordered her to sea: The crew were anxious to stay, to know the result of the petition; but the Deputation which was sent on board said, it was for the good of the country they should go with the convoy, and absolutely ordered them to proceed to sea; and in consequence the ship got under weigh, and went down to St. Helen's immediately, where she only waits for a fair wind.

GOSPORT, April 19.

The seamen in Hasler hospital have joined the sailors, and express their approbation of their proceedings by a flag which they have flying, and by huzzas.

There is not so much as a woman permitted to leave the ships. They will not suffer a line of battle ship to leave Spithead, only frigates with convoys. There are very few boats suffered to go on shore, and scarce an officer is to be seen in Portsmouth,—Portsea, or Gosport. A ship went out of harbour this day, and, directly she got into Spithead, gave three cheers, the signal for joining the fleet. The shop-merchants are not even permitted to come on shore,—they let boats come along-side to bring them goods. The whole of the marines on board are disarmed, and they have got the keep of the magazines.

LONDON, April 27.

An express was received from Portsmouth yesterday morning, stating that the harmony at length restored to the fleet happily continued, and the first division of the fleet got under weigh to fall down to St. Helen's—This is a satisfactory proof of the genuine and loyal character of British seamen. The moment that their grievances were redressed, they returned to their duty with cheerfulness and alacrity. That it may be for ever buried in oblivion is our earnest prayer, or that it be only recollected to prove that there is not the horror in representations of grievance, which a corrupt government is inclined to impute to all petitions of the people. That harmony may be perfectly restored, it is surely indiscreet to enumerate and record all the instances of intemperate behaviour that may have occured on board particular ships. In such a crisis, an expression, however inoffensive, may have given disgust; and a valuable, gallant officer, may be injured in his reputation by the mere breath of rumour. To retail all the mischievous reports of the Platform at Portsmouth, and collect all the stories which were magnified on every repetition, would only serve to sow the seeds of future jealousy and discord in the fleet, and prevent the union to which the natural generosity of the hearts of our seamen is inclined.

We deprecate also the lamentations of those who pretend to see in this great event, a revolution in the system of British discipline. This whining cant may make the change which they affect to deplore; since it is an acknowledgment of weakness that would engender and animate disobedience. But let us view it without prejudices, and we shall view it without alarm. The grievances must have been severely felt and long suffered that could give rise to a confederacy so general, so systematic, so well combined, and so temperately conducted. Its management is a proof that it was not the effect of sudden passion—nor was the feeling local.—In what new light then, does this event serve to make us consider the British seamen? Are we to learn from this, that they are patient and forbearing, but when roused, firm, constant and unconquerable. Thank God, it was always their character, and it will continue to be their character. This event has created no change; except, as we have said before, that it will serve as an useful admonition to government not to slight the grievances of the seamen when presented in in the prudent and humble guise of a petition without signatures. It is a painful task for pride to grant to remonstrance what was refused to prayer. *Morn. Chro.*

VIENNA, April 1.

The king of Sardinia has sent two Commissaries to Milan, to make the necessary preparations for the march of the Sardinian troops which are to join the French army.

PARIS, 2 Floreal, April 21.

A crowd of strangers, whose appearance, manner, and discourse, are of the most suspicious kind, have within these few days past arrived at Paris. They are perhaps intended to effect some *coup de main* before the introduction of the second third into the legislature.

4 Floreal, April 23.

Mr. Madison, of Virginia, arrived here the 21st, in the quality of envoy extraordinary from the United States of America. He is invested with powers to settle the differences that exist between Congress and the Directory. [*Curious Error.*]

5 Floreal, April 24.

The secret meetings of terrorists are more frequent and more active than they have hitherto been since the attack on the camp of Grenelle. Plots are said to be on foot for setting fire to different quarters of Paris, and to assassinate all the Chouans of the legislative body and of the Directory, and in general all wealthy citizens.

6 Floreal, April 25.

The city of Nantes is in a state of disturbance. The anarchists have attempted to assassinate citizen Norman, formerly chief of the legion of Nantes, and lately elected member of the legislature. At Arles, the Brigands having posted themselves on the road to Aix, for the purpose of butchering the electors, were repulsed by a strong escort.

The Pope has granted leave to the Monks and Nuns in the Lower Countries to accept territorial bonds, by which the eſtates, formerly belonging to their convents and monaſteries, are mortgaged for the penſions aſſigned them for life.

Don Joſeph Maſſaredo, the new appointed commander in chief of the Spaniſh fleet, has received orders to ſit out, with the utmoſt expedition, as many armed veſſels as he can collect, and to man them, in want of ſeamen, with land troops.

Barrere has been choſen deputy to the legiſlative body by the electoral aſſembly of Tarbes.

The Apollo of Belvidere, and 12 waggons filled with a part of the precious articles of the fine arts agreed to be given up by the treaty with the Pope, are now on their way to Paris.

8 Floreal, April 27.

In Corſica the Jacobin Salicetti has been elected a deputy to the legiſlative body.—At Riom, a very ſerious affray has taken place between the jacobins, who are diſpleaſed with the elections, and ſeveral perſons were wounded.

Lagras, the foreman of the jury on the aſſaſſination of Sieyes, proceeded yeſterday to the Temple priſon to interrogate Brottier, Lavilleurnois and Preſte.

9 Floreal, April 28.

The two citizens Theulieres, brothers and editors of the Journal General de France, are confined in the priſon of La Force, for having called the Directors, *Kings with iron ſceptres.*

ARRET OF 21 GERMINAL, APRIL 20.

The Executive Directory directs, that the paſſports granted by the Miniſters and Diplomatic Envoys of the United States of America, or paſſports certified by them,—ſhall not be admitted nor acknowledged by any authority.

The Miniſter of Police is charged with the execution of this Arret, which ſhall be printed.

(Signed) REWBELL, Preſident.
LAGARDE, Sec. Gen.

LONDON, April 25 to May 4.

The following counties, cities, and towns, have already petitioned for peace, and the diſmiſſion of adminiſtration:

Surry,	Dublin,
Kent,	Glaſgow,
Hampſhire,	Paiſley,
Cambridgeſhire,	Nottingham,
Glouceſterſhire,	Leiceſter,
Bedfordſhire,	Boſton,
Forfarſhire,	Steyning,
London,	Saliſbury,
Weſtminſter,	Canterbury, and
Southwark,	Rocheſter.
Edinburgh,	

Middleſex, Yorkſhire and Northumberland are to meet in a few days.

On ſome trifling advantages gained recently by the imperial troops over the French in Italy, it is ſaid the inhabitants of Verona, in Venice, aſſembled, and deſtroyed 500 French in the hoſpitals in that city. In conſequence it is added, Angereau ordered that city to be ſet fire to, and deſtroyed;—And demanded of the Doge other ſatisfaction, which was, of neceſſity, granted.

The Dutch fleet have again left the Texel. Admiral Duncan ſails immediately in purſuit of them.

Counter Revolution in the Venetian Territory.

MILAN, April 4.

The Republican Revolution in ſome of the Venetian towns, in which the French have as yet taken no direct part, does not meet with ſuch univerſal approbation, but many bloody frays have been the conſequence. About 4000 inhabitants of the mountains of the province of Bergamo, and particularly of Imagna and St. Martino,—who do not wiſh any change in their Government, have oppoſed the inhabitants of the town, and on the 30th of March advanced againſt Bergamo. The people of the town drew out their artillery; and many of the Peaſants were killed, wounded, or taken priſoners. The dead were expoſed the whole day in Bergamo, before the tree of liberty. Other parts of the provinces have declared for the towns and their revolution.

We learned the day before yeſterday, that a corps of national guards, who arrived with ſome artillery at Salo, on the Lake of Garda, met apparently with a fraternal reception, but were afterwards ſurrounded, and partly killed or taken priſoners. Many of the inhabitants of Milan, Bergamo, and Breſcia, are now marching againſt Salo, to take vengeance of that city.

VENICE, April 8.

The inhabitants of our continental poſſeſſions, who were forced to a revolution in the manner of the French, are full of reſentment. The city of Crema has refuſed to accede to the revolution of the cities of Bergamy and Breſcia, and would not plant the tree of liberty. Eight hundred Revolutioniſts from adjacent places entered the town, and forced them to accede to the revolution. This proceeding made all the Peaſants of the diſtricts of Cremaſco, Salo, &c. riſe in arms, and march againſt the troops which were ordered againſt them, under the command of three revolutionary Generals, namely, Counts Lecchi, Ferdidand Gambara,, with two pieces of cannon from Breſcia. The Peaſants, aſſiſted by a few hundred Venetian regulars, killed or took the three Revolutionary Generals, and killed 300 men of the national guards of Breſcia, and took as many more priſoners. Since this event, moſt of the inhabitants of the Venetian provinces are determined to defend the old Conſtitution and their homes from the rage of the Revolutioniſts, and the adherents of the French.

PRECIPITATE EXPULSION OF THE FRENCH FROM TYROL.

INSPRUCK, April 10

On the 7th the enemy began their retreat from Brunecken, in three columns, and burnt the bridge, to cover their retreat General Kerpen is purſuing them with his army, and the whole body of the peaſantry.

April 12.

On the 10 General Kerpen wrote from Brunecken that the enemy, on the 8th were at Lientz, and on the 9th had evacuated the whole valley of Puſter. The advanced guard of Gen Kerpen was, on the 9th, at Silan, and ordered to extend itſelf to Lientz. The levy of the peaſants in a maſs, has greatly contributed to drive out the enemy.

This morning early a courier arrived from Neumark, with official advices, dated the 10th by which we learn, that the brave Gen Laudohn, after a ſmart action had taken Lavis, and purſued the flying enemy half way to Trent. Theſe advices were publiſhed by count Lehrbach.

TYROL, April 13.

We hope now that the enemy will ſoon be driven entirely out of the Tyrol, as they already are from what is called German Tyrol.—The Auſtrian advanced poſts already extend to Roveredo. The French, in their haſty retreat out of Tyrol, through Carinthia, &c. have loſt a great number of men, who fell a ſacrifice to the enraged peaſantry. At Botzen, great quantities of ammunition, baggage and arms, were taken, and divided among the peaſants. In ſome places the retreat of the enemy was cut off. Gen. Laudohn, on the 4th was in great danger from the blowing up of a powder waggon.

SALZBURG, April 10.

Yeſterday a courier arrived here with advice that an armiſtice for 6 days had been concluded to negotiate a peace. An Auſtrian officer at the ſame time brought orders to the 20,000 men that are in this country not to move till they receive further directions.

The archduke Charles and general Buonaparte correſpond continually; the report, however that the preliminaries of peace were already ſigned, was premature. The Auſtrians have fortified the fortreſs of Weſtern, ten leagues from this place.

Should peace not be ſigned on the 13th, when the armiſtice expires, the French will continue their march in three columns: the centre commanded by Buonaparte, will march againſt Lower Auſtria; the other column againſt Croatia, and the third againſt Lintz.

From the Court Gazette.

VIENNA, April 10.

OPERATIONS IN THE TYROL.

General Baron Laudohn on the 4th, retook Botzen, and, followed up his ſucceſſes, came on the rear of the enemy by the Gunter Road—The enemy abandoned the poſt of Clauſen, evacuated Brixen, and retreated by the valley of Priſter, taking poſt by Brunecken.

During this ſucceſs, Baron Kerpen with his corps joined Laudohn, took up his quarters in Brixen, and extended his advanced poſts to Muhlbaed. The enemy left conſiderable quantities of proviſions in Brixen, but threw a great deal of ammunition into the water.

According to accounts from Agram, a cordon has been drawn from the right bank of the Drave to the left bank of the Saw, to cover the Frontiers towards Carinthia, and to threaten the flank and rear of the enemy ſhould they advance. This poſition is covered with redoubts, and the chain of troops maintain a communication with that extending from the Urkokerbeg by Mottling, and along the Carolina.

TURIN, April 15.

A courier extraordinary from general Buonaparte arrived laſt night in this city. His diſpatches contain a very urgent invitation for general Clarke to repair inſtantly to head quarters, about 10 leagues from Vienna, if he wiſhed to be preſent at the ceremony of ſigning the terms of peace. An armiſtice had been concluded and which was to expire on the 23d Germinal,—Unfortunately the overflowing of a river had delayed the progreſs of the courier 30 hours; ſo that it is ſuppoſed that the peace will be concluded before M. Clarke can reach the place of deſtination, which cannot happen in leſs than five days.

HOUSE OF COMMONS—May 3.

The Princeſs Royal's Marriage.

Mr. Pitt delivered the following meſſage from his Majeſty:

George R.

His Majeſty having agreed to the marriage of his eldeſt daughter, the Princeſs Royal, with the Hereditary Prince of Wirtemberg, has tho't fit to communicate intelligince of it to the houſe of commons. His Majeſty is fully perſuaded, that the marriage of her Royal Highneſs with a Proteſtant Prince ſo conſiderable in rank and ſtation, who is connected with the Royal Family by common deſcent from the Princeſs Sophia of Hanover, cannot but be acceptable to all his ſubjects;—and the many proofs of affection and attachment to his perſon and family which he has received from this houſe, afford him no room to doubt, that they will enable him to give ſuch a portion to his eldeſt daughter as may be ſuited to the dignity of the crown

The Chancellor of the Exchequer ſaid, that the ſubject was of ſuch a nature as he was ſure made it unneceſſary for him to ſay a word on the complexion of the addreſs which the houſe ſhould make in return.—He therefore ſhould move, that an humble addreſs ſhould be preſented to his Majeſty, in conſequence of the above meſſage; which was agreed to, *nem con.*

PORTSMOUTH, April 27.

The ſhipwrights in the dock yard have been in a diſturbed ſtate for two days paſt, owing to ſome ſuppoſed delinquency in one of the quartermen, on whoſe diſcharge, however, peace is reſtored. Would to Heaven the King would hearken to the prayers of nine tenths of his people, and by diſcharging his preſent quartermen, give a chance once more to this ruined, degraded country, to enjoy the bleſſings of peace.

May 2.

A confirmation of the loſs of his Majeſty's ſhip Albion, of 60 guns, captain Hamilton, in the Swin as ſtated in our paper of Tueſday, is received at the admiralty. Every poſſible exertion was made to get her off, but in vain;—on Saturday ſhe went to pieces. The crew were all ſaved, and yeſterday they were turned over to the Lancaſter, of 64 guns, now fitting out at Deptford.

Yeſterday the Meduſa of 50 guns joined Lord Bridport's fleet at St. Helen's.

LISBON, March 23.

The Declaration of War againſt us on the part of Spain ſtill remains ſuſpended; our Court does all it can to keep it ſo; ſo far has it carried its Complaiſance, that though our Army and Navy are in want of gun-powder, and Admiral Jervis offered us the powder taken on board the Spaniſh Prizes, it was (in the hope of preventing hoſtilities) refuſed. The rival Armies remain encamped oppoſite each other; our lines are extended from the Tagus to the Guadiana, having the Guadiana and the forteſs of Elvas on our right, Montalvao on the Tagus on our left, and our centure ſupported by the fortifications of Portallegre and caſtello de Vide; the Spaniſh lines extend from the Guadiana to the Tagus, having Badajoz on their left, Alcantara on their right, and Albuquerque in their centre. at Alcantara there is a bridge aeaoſs the Tagus. Our Army conſiſts of about 33,000 men, commanded by the Duke d'ALAFOENS, who is a near relation of the Queen's. On the arrival of the remaining troops from Porto-Ferrajo, the Engliſh Army will be increaſed to the number of 10,000; this; however includes the French Emigrants. We hear that the Spaniards mean to attack us hin the ſame manner they did laſt war. When one Army croſſed the Tagus at Alcantara, and down its banks to Ville Velha, another beſieged and took one of our ſtrongeſt border fortreſſes, Almeida, and another entered at the North-eaſt part of our territory. The Officer who commanded the Spaniſh Army at the ſiege of Almeida, is a Frenchmen, and has ſince entered into our, ſervice, and commands the Portugueſe Artillery.

PARIS, April 27.

The Adjutant-general Le Clerc, informs us, that at the moment when he left the army of Italy, Buonaparte and Prince Charles had by a contract concluded with all the Diplomatic forms, declared the neutrality of the place of their meeting—it was in a private garden.

The firſt difficulty that occurred was, the precedency claimed to the Emperor; which the French gen. without difficulty recognized, declaring the French Republic was too great to attach any importance to vain ceremony. They then entered in great ſtate, at oppoſite points of the garden; the overtures were opened and a ſecond armiſtice ſigned.

Buonaparte reading at the head of the Preliminaries of Peace, that the Emperor recognized the French Republic, required the eraſement of this article, perſuaded that the Republic had no need of the conſent of his Imperial Majeſty to give it exiſtence.—The French Republic, ſaid Buonaparte, is like the ſun above the horizon. Blinded indeed are they, whom its rays have not yet piereced.

The article was expunged. Such was the ſtate of the negociation when Le Clerc was diſpatched.

The Gazette.

PHILADELPHIA,

WEDNESDAY EVENING, *June* 14.

MARRIED, on the Evening of the 8th inſtant, at the ſeat of Colonel Ramſay, Carpenter's Point, Cæcil County, by the Rev. Mr. Ireland, MR. SEPTIMIMUS CLAYPOOLE, of the City of Philadelphia, to the amiable Miſs ELIZABETH POLK.

CONGRESS.

HOUSE OF REPRESENTATIVES,

TUESDAY, JUNE 13.

Mr. OTIS reported a bill to ſuſpend the additional duties laid on India and China goods, laſt ſeſſion, from the 1ſt of July to the 1ſt of October; twice read, committed, and made the order of the day for to-morrow.

In committee of the whole on the bill for further fortifying the ports and harbors of the United States.

Mr. GALLATIN moved that the blank for the ſum to be appropriated be filled up with 50,000 dollars.

Mr. W. SMITH moved that it be 200,000.

Mr. ALLEN moved that the amendment agreed to yeſterday be re conſidered, ſo as to admit an addition by which the ports of New-York and Charleſton ſhould not be excluded from the benefits of the meditated repairs and defences, at leaſt until after a requiſition had been made to the reſpective States for a ceſſion of the juriſdiction of the fortified places, and a refuſal of compliance on their parts.

The motion was productive of a debate of conſiderable length, in which the propriety of reconſideration was ſtrenuouſly advocated, not only by the members from New-York, but alſo by many other members, who had yeſterday voted in favor of the amendment.

On a diviſion, the motion was loſt; ayes 42, noes 53.

On the motion of general Smith, the queſtion was put on filling up the blanks with 100,000 dollars, and negatived; 38 only riſing in the affirmative.

80,000 dollars was then propoſed by Mr. W. SMITH, for which there appeared the ſame unmber.

The queſtion was then put on 75,000, which was carried.

On motion of Mr. W. SMITH, (Ch.) after long debate, 40,000 dollars for South Carolina and Georgia were added ſo the bill.

The privateering bill was received from the ſenate, with their concurrence in the amendments which had been made in the houſe.

Committee on enrolled bill reported a bill for prohibiting, for a limited time, the exportation of arms, ammunition, &c. as correctly enrolled.

Adjourned.

GAZETTE MARINE LIST.

New-York, June 12.

ARRIVED.		DAYS.
Ship Matilda, Tombs,	Charleſton	
Union, Johnſon,	Amſterdam	64
Liberty, ——, Norfolk,	in diſtreſs	7
Brig Little George. Hawley,	Havanna	11
Sloop Patience, Willis,	Philadelphia	4
Commerce, Swan,	Charleſton	7

Ship Butler of Falmouth, Butler Jones, maſter, from Charleſton, arrived at Amſterdam, 1ſt of April, all well.

The ſhip Harriet, Neil, of New-York, from the Bay of Honduras, arrived at Amſterdam two days before captain Johnſon ſailed.

The condemnation of the ſhip Golden Age of Philadelphia, and ſchr. Succeſs of Norfolk, had been received from the Cape before capt. Hawley ſailed. There were 11 American veſſels there, In the Gulph fell in with three Engliſh frigates under commodore Cochran, intending to cruiſe off the Havannah.

By this day's Mail.

CHARLESTON, June 2.

An Engliſh frigate, either the Phaæton or Phœnix, has captured the Spaniſh frigate Glory, and 15 out of 17 of her convoy, bound from Vera Cruz to the Havannah. She captured the frigate in 15 minutes, after a few broadſides, and afterwards the convoy; eight of which ſhe manned, and deſtroyed ſeven.

BOSTON, June 9.

The whole number of votes for federal repreſentatives in the firſt eaſtern diſtrict, were 3058, of which general Dearborn had 1449, honorable Iſaac Parker 1606, ſcattering 3. By which the election of the latter gentleman is full aſcertained.

HAVING been lately publiſhed as a Coward by WILSON HUNT, I requeſt the Public to liſten to a plain ſtory, and then to affix the name of Coward to whom it ſhall belong.

On the 8th June, walking from the coffee-houſe to dinner with ſome company, I mentioned a current report and which I had juſt heard at the coffee houſe, That WILSON HUNT, in a late challenge he ſent to Mr. ORR, had contrived afterwards to have it known, for when the conſtables arrived to bind him over, he had his ſureties ready. I went home and never mentioned or thought of the report again. Between 11 and 12 o'clock at night I was called on by major DE BUTTS with a challenge from WILSON HUNT, to meet him at 5 o'clock the next morning. I went inſtantly out to ſee him, and found him between my door and the corner, and was going to ſpeak, but he ſaid he would not hear me, I muſt comply with his terms, and if I had any thing to ſay, I muſt ſpeak to major DE BUTTS; upon which I complained to major DE BUTTS of this ungentlemanlike treatment, told him I knew of no injury I had done Mr. HUNT, that what I had ſaid was a common report, and I could find him an author. I requeſted him to call on Mr. HUNT and perſuade him to let me ſpeak to him. Major DE BUTTS returned and ſaid Mr. HUNT was not to be pacified, and was reſolved to publiſh his letter if I did not meet him by 5 o'clock. I poſitively declared I would not meet him at that hour, for I was neither provided with a friend or weapons, and I thought when Mr. HUNT cool'd on the buſineſs, he would allow me to explain to him; for though it was a common report, yet I had an author. I aſked major DE BUTTS if he had not heard the report; he ſaid yes. I aſked him if he thought I ought to meet Mr. HUNT; he ſaid no. I told him as he behaved ſo candidly with me, that I would leave the matter to him, and that if Mr HUNT ſtill perſiſted in making me the author, and would receive no explanation, I moſt aſſuredly would meet him. He ſaid he ſhould not ſee Mr. H. that night, but he knew Mr. HUNT was determined to publiſh the letter. We parted; it was about 12 o'clock at night. The next morning I heard the letter was publiſhed. I immediately carried my anſwer to major DE BUTTS who peruſed it and made ſome little correction, and I then ſent it to the preſs.—All this time I had not ſeen his publication, preſuming it was no more than the letter I had received, but I afterwards diſcovered he had introduced the letter to the public with a preface branding me with the name of coward. A new face of things now appearing it became neceſſary that I ſhould wipe away this aſperſion that might fall on me and my children if ſuffered to paſs over in ſilence.

I reſolved to call this intemperate young man to account. I then requeſted my friend gen. M'Pherſon to wait on him and inform him he muſt retract that word and that I was willing to receive an apology, for I did not wiſh to hurry him into a duel. General M'Pherſon informed me he had waited on Mr. Hunt, who ſaid he would endeavor to find his friend and would then give him his anſwer. After this the next day I was waited on by Mr. Higbee who wiſhed to be a mediator on this occaſion and thought he would be able to perſuade Mr. Hunt to do the thing that was proper. The time was poſtponed and retracted by Mr. Hunt till about 9 o'clock the evening of the 10th inſtant, when General M'Pherſon waited on me and told me Mr. Hunt would make no apology, and that on Sunday morning at 6 o'clock would meet at Cooper's upper ferry in the ſtate of Jerſey. This ſpot was mutually agreed on to relieve Mr. Hunt who was already under the *civil authority* of this ſtate. I then parted with my friend Gen. M'Pherſon, ſaw no one elſe, and ſome time after went to bed. About 12 o'clock that night I was waited on as Mr. Hunt terms it, by the *civil authority*, whom I thanked for their tender concern of me, and diſmiſſed them. At 6 o'clock the next morning I was on the ground appointed in the ſtate of Jerſey. During our paſſage acroſs the river and whilſt on the ground no converſation relative to this buſineſs paſſed between the General and myſelf. He requeſted me to wait on the ground till he went to the houſe to look for Mr. Hunt. He returned and brought Mr. Higbee, who before he left Philadelphia ſaid he had informed General M'Pherſon that the *civil authority* had interfered, who replied that the ground was not changed as to Mr. Hunt's ſituation; Mr. Higbee hen went off after comparing their watches and ſaid, they would moſt unqueſtionably be on the ground. (General M'Pherſon never related to me any of this converſation with Mr. Higbee till after his return:) Mr. Higbee then mentioned that he called on Mr. Hunt to attend him to the place of meeting, but who replied, that the *civil authority* had interfered, and he could not go conſiſtent with his honor. Mr. Higbee then went down to the wharf to prevent our croſſing, but ſeeing us on the river he returned to Mr. Hunt, and told him we had croſſed and conjured him to go, but Mr. Hunt continued firm, and relied on the *civil authority*.

Mr. Higbee requeſted me to return to my family as quick as poſſible for the buſineſs was now cloſed.—I have ſhewn this piece before I committed it to preſs to General M'Pherſon and Mr Higbee who have approved of it, and are now referred to as to what relates to the part they took in this buſineſs. The public will then decide whether the word coward ſhall be applied to this intemperate young man, or that the opprobrium of ſo diſgraceful an epithet ſhall reſt on me and my children.

W. W. BURROWS.

June 12, 1797.

N. B. The exerciſe of the *civil authority* was no more than an order to wait on the chief juſtice at 10 o'clock the next morning, which interview was to be four hours after our appointment.

JAMES DAVENPORT

RESPECTFULLY informs the Citizens of the United States that he will make Machines for Spinning Hemp, Flax, Tow, Cotton, Wool, manufacturing Twines, and weaving, by water, on the moſt reaſonable Terms.

A Manufactory on this principle, he flatters himſelf will meet with very general patronage, as the Machines will be made and delivered, completely furniſhed, *per* Spindle or Piece; nor will any charge be made for his Patent Rights, but Liberty will be given to the Purchaſer to uſe them; the great inconvenience of employing Workmen in the erection of them will be avoided, and the perſon wiſhing to extend them will be able eaſily to calculate the expence. He engages to ſet them to work, and alſo inſtruct or cauſe to be inſtructed, any perſon or perſons, in any part of the Union, who may purchaſe theſe Machines, in their principles and method of erection, ſuch purchaſers paying traveling expences.

For terms, application may be made at No. 74, Market Street, Philadelphia.

*** It is requeſted that all letters may be poſtpaid.

June 10 *6t.

Buſh Hill.

The Public are moſt reſpectfully informed, that the amuſements of the Garden will poſitively commence

On Friday, June 16,

With a Concert of Vocal and Inſtrumental Muſic; and be repeated on Saturday, the 17th, after the manner of the public gardens at Paris, Vauxhall, London, &c.

The particulars of which will be expreſſed in future bills.

June 13

LAILSON'S CIRCUS,

To-morrow Evening, 15th June,

will be performed various Equeſtrian Exerciſes, and other Stage Entertainments, of which particulars will be given in the bills of the day.

FASHION AND CHEAPNESS.

INTELLIGENCE TO THE LADIES.

JUST received from LONDON, two trunks of elegant BRUNSWICK KID Ladies' Shoes, of the moſt faſhionable patterns and ſhape now worn in that city, and will be ſold off immediately in ſmall quantities, at firſt coſt, for caſh, at Mrs. ENEFER's, No. 105 Walnut ſtreet, between Third and Fourth ſtreets.

*** The above was purchaſed of Mr. FOX, in Piccadilly, who manufactures for moſt of the nobility, and will be warranted good.

June 13 †3t

Nathaniel Lewis & Son,

Have for ſale at their ſtore, No. 70, *adjoining George Latimer & Son, Pine-ſtreet Wharf,*

A Quantity of

Madeira Wines

In pipes and half pipes

Madeira Walnuts and Citron. lately imported in the ſchooner Sincerity, Capt. Copia

Alſo,

25 Puncheons, ſecond and third proof, *Weſt-India Rum*, and a few Pipes of Brandy

They have conſtantly on hand and for ſale, French Burr and Country *Mill Stones* of various ſizes, and a general aſſortment of *Boulting Cloths* of the beſt quality, both American and Foreign manufacture. The former having proved, from ſeveral years experience of a number of millers in different parts of the United States at leaſt equal, and in many inſtances ſuperior to the European Cloths, we hope the manufacturer, Robert Dawſon, will meet with liberal encouragement in this important and uſeful undertaking. He has obtained a patent and excluſive right of making and vending *Boulting Cloths* on his improved plan for a number of years, and they are ſold only by himſelf in Lancaſter, ſtate of Pennſylvania, and by the ſubſcribers in Philadelphia.

June 14 d

John Miller, jun. & Co.

Have received per the India, Aſhmead, from Calcutta,

A well aſſorted ſmall Invoice of

Gurrahs
Baftas
Coſſaes
Calicoes
Bengal Stripes

Laid in remarkably low, which they will ſell for caſh or ſhort credit on very advantageous terms.

June 5. d2wfr14th

George Dobſon,

No. 25 *South Third-Street,*

HAS imported per ſhips William Penn, Starr, and Diana, from London,

5-4 Super London Chints, elegant patterns,
Ginghams, Muſlinetts and Dimity's.
Faſhionable Waiſtcoating, neweſt patterns.
Ribbands well aſſorted, in ſmall trunks.
4-4 5-4 and 6-4 India and Britiſh Book-muſlins.
Fancy Cloaths and Caſſamiers.

The whole to be diſpoſed of cheap for Caſh or approved Notes of a ſhort date.

June 14, '97. d.tf.

THE FOLLOWING VALUABLE

Tracts of Land,

IN the county of Glynn and ſtate of Georgia, will be ſold by public ſale, at eight o'clock on the evening of Tueſday the 27th day of June next, at the Merchants Coffee-Houſe in this city, unleſs previouſly diſpoſed of by private ſale.

1ſt. 7000 acres on St. Simons Sound at the confluence of Frederica and Turtle rivers, adjoining the commons of the town of Brunſwick, originally granted to John Howell, and within 6 miles of the Atlantic ocean.

2d. 25,000 acres on the head waters of a branch of the great Sattilla, originally granted to Ferdinand O'Neal.

3d. 50,000 acres on the waters of the little Satilla river, and of Buffaloe and Alexanders Creeks; the great Satilla road paſſes through theſe lands, which were originally granted to Ferdinand O'Neal.

4th. 50,000 acres on the great Satilla river, which are alſo interſected by a branch of the little Satilla, and were originally granted to Thomas Spalding.

It appears by authentic certificates from Thomas Davis, ſurveyor, and from Major Hopkins now reſiding in Philadelphia, that the body of theſe lands are not thirty miles from the ocean, and principally within tide water; that the Alatamaha is navigable for boats and rafts two hundred miles above, and for large veſſels within ten miles of them; that they are chiefly firſt rate pine lands, producing timber equal in quality to any in the ſtate of Georgia, poſſeſſing the ſame advantages of navigation. The abovementioned certificates, together with the patents, drafts, and other papers reſpecting the title, which is complete and unincumbered, are in the poſſeſſion of the ſubſcribers and may be ſeen by applying to Benjamin R. Morgan, at No. 41 Mulberry Street. The terms of payment will be one third caſh, the remaining two thirds in good negotiable endors'd notes, payable in three and ſix months after the ſale; a conveyance to be made to each purchaſer on the payment of that moiety of the notes received from him which becomes firſt due.

THOMAS FITZSIMONS,
JEREMIAH PARKER,
BENJAMIN R. MORGAN.

Philadelphia, May 31, 1797. eodtf.

For Sale,

That well known place, called VANDEGRIFT'S FERRY,

ON Neſhaminy creek, 18 miles from Philadelphia, on the New York poſt road, containing 74 acres and 94 perches. Upon the premiſes are a large two ſtory ſtone houſe occupied as a tavern, and a good one ſtory ſtone kitchen, a large frame ſtable with a good threſhing floor, and ſome out buildings—alſo a well of good water, and an excellent ice Houſe. On this place is a moſt elegant ſituation for a gentleman's ſeat, commanding a view of the Neſhaminy to its junction with the Delaware, and thence acroſs to the Jerſey ſhore. It has the privilege of one half the toll received from the bridge.

For terms apply to the Subſcriber,

MORDECAI LEWIS.

May 24. 3tawtf.

Proposals

For carrying MAILS of the United States on the following Post Roads, will be received at the General Post-Office, in Philadelphia, until the 31st day of July next, inclusive.

MAINE.

1. From Brewer's or Scoodic by Machias, Chandler's river and Columbia, to Narraguagus once a week.

Leave Brewer's every Saturday at 2 P M, and arrive at Narraguagus the next Tuesday by 6 P M—*Returning*, leave Narraguagus every Wednesday at 6 A M, and arrive at Brewer's the next Saturday by 10 A M.

2. From Narraguagus by Gouldsborough, Sullivan, Trenton, Bluehill, Custine, Penobscot, Buckston, Frankfort, Prospect and Belfast to Duck-Trap once a week.

Leave Narraguagus every Wednesday by 6 A M. and arrive at Duck Trap the next Saturday by 10 A M. *Returning*. Leave Duck Trap every Saturday by 2 P M and arrive at Narraguagus the next Tuesday by 6 P M.

3. From Duck Trap by Camden, Thomaston, Warren, Waldoborough, Newcastle, Wiscasset, Bath, Brunswick, Freeport and North Yarmouth to Portland once a week.

Leave Duck Trap every Saturday by 2 P M, and arrive at Portland the next Tuesday by 6 P M. *Returning*. Leave Portland every Wednesday by 6 A M, and arrive at Duck Trap the next Saturday by 10 A M.

4. From Portland by Biddeford, Welles and York, to Portsmouth.

April 15 to October 15. Leave Portland every Monday, Wednesday and Friday by 6 A M, and arrive at Portsmouth the same days by 6 P M. *Returning*. Leave Portsmouth every Monday, Wednesday and Friday at 9 P M, and arrive at Portland on the next day by 6. P M.

October 15 to April 15. Leave Portland every Monday and Thursday at 6 A M, and arrive at Portsmouth on Tuesday and Friday by 10 A M. *Returning*. Leave Portsmouth every Tuesday and Friday at 1 P M, and arrive at Portland every Wednesday and Saturday at 5 P M.

5. From Portland by North-Yarmouth, Freeport, Brunswick, Bath, Wiscasset, Dresden, Pittston and Hallowell Hook to Hallowell court house, once a week.

Leave Portland every Friday at 8 A. M, and arrive at Hallowell court-house the next Saturday by 7 P M. *Returning*. Leave Hallowell court-house every Wednesday by 5 A M, and arrive at Portland on Thursday by 6 P M.

6. From Wiscasset by Dresden, Pittston, Hallowell Hook, Hallowell court-house, Winthrop, Monmouth, Green, New-Gloucester and Gray to Portland once a week.

Leave Portland every Monday by 6 A M, and arrive at Wiscasset on Wednesday noon. *Returning*. Leave Wiscasset on Wednesday at 3 P M, and arrive at Portland on Friday by 6 P M.

7. From Hallowell Hook by Vassalborough, Fort Halifax, Winslow, Fairfield and Canaan to Norridgewok once a week.

Leave Hallowell Hook every Wednesday at 11 A M, and arrive at Norridgewock on Thurlday by 6 P M. *Returning*. Leave Norridgewock on Monday at 2 P M, and arrive at Hallowell Hook on Tuesday by 6 P M.

8. From Hallowell Hook to Farmington on Sandy river once in two weeks.

Leave Hallowell Hook every other Wednesday by 8 A M, and arrive at Farmington by 6 P M. *Returning*. Leave Farmington every other Thursday at 8 A M, and arrive at Hallowell Hook by 6 P M.

9. From Portland by Falmouth, Gorham, Buxton, Standish, Limerick, Parsonfield, Shapleigh and Lebanon to Berwick, once in two weeks.

Leave Portland every other Monday at 8 A M, and arrive at Berwick on Wednesday by noon.

Leave Berwick every other Wednesday at 2 P M, and arrive at Portland on Friday by 6 P M.

10. From Standish by Flinstown, Fryburg academy, Conway and Tamworth to Sandwich in New Hampshire once in two weeks.

Leave Standish every other Tuesday by 8 A M, and arrive at Sandwich on Wednesday by 6 PM. *Returning*. Leave Sandwich every other Thurfday at 8 A M, and arrive at Standish on Friday by 6 P M.

11. From Wells by Waterboro', Sanford, Doughty's Falls, Berwick and Dover, to Portsmouth once a week.

Leave Wells every Tuesday by 6 A M, and arrive at Portsmouth on Wednesday by 10 A M. *Returning*. Leave Portsmouth every Wednesday by 2 P M, and arrive at Wells next Thursday by 6 P M.

NEW-HAMPSHIRE.

12. From Portsmouth by Dover, Rochester and Moultonborough to Plymouth, returning by New-Hampton, Meredith, Gilmantown, Nottingham and Durham to Portsmouth once in two weeks.

Leave Portsmouth every other Wednesday by 8 A M, and arrive at Plymouth the next Friday by 6 P M. *Returning*. Receive the mail at Plymouth every other Saturday by 8 A M, and return to Portsmouth the next Tuesday by 4 P M.

Note. "The post is to go and return on this route alternately."

13. From Portsmouth by Exeter, Chester, Londonderry, Amherst, Peterborough and Marlborough to Keene, once a week.

Leave Portsmouth every Thursday by 8 A M, arrive at Exeter by one P M, at Chester by 6 P M, and at Keene on Saturday by 4 P M *Returning*. Leave Keene every Monday by 8 A M, arrive at Chester on Tuesday by 4 P M, at Exeter on Wednesday by 9 A M, and at Portsmouth by 4 P M.

14. From Concord by Plymouth to Haverhill, once a week.

Leave Concord every Monday by 6 A M, arrive at Plymouth on Tuesday by 3 P M, and at Haverhill on Wednesday by 4 P M. *Returning*. Leave Haverhill every Thursday by 8 A M, arrive at Plymouth on Friday by 9 A M, and at Concord on Saturday by 4 P M.

15. From Exeter to Hampton Falls, three times a week from April 15 to October 15; and twice a week from October 15 to April 15.

Leave Hampton falls in one hour after the arrival after the arrival of the mail from Boston, and deliver it at Exeter in two hours, remain at Exeter two hours and return to Hampton Falls in six hours from the time of leaving it.

MASSACHUSETTS.

16. From Newburyport, Haverhill, Kingston, Exeter, New Market and Durham to Dover once a week.

Leave Newburyport every Monday by 10 A M, arrive at Dover on Wednesday by noon. *Returning*. Leave Dover on Wednesday by 3 P M, and arrive at Newburyport on Friday by 3 P M.

17. From Salem to Glocester once a week.

Leave Glocester every Wednesday by 7 A M, and errive at Salem by 11 A M. *Returning*. Leave Salem every Wednesday by 1 P M, and arrive at Glocester by 6 P M.

Note. Should this mail be carried in a stage it is to be carried as often as the stage runs, the hours desired to be stated in the proposals.

18. From Salem to Marblehead three times a week. Leave Salem every Monday, Wednesday, and Friday immediately after the arrival of the mail from Boston, and deliver it at Marblehead in one hour and a half, leave Marblehead in one hour and a half and return to Salem in two hours.

19. From Boston by Andover, Haverhill and Chester to Concord in New Hampshire once a week.

Leave Concord every Monday by 6 A M, arrive at Chester by 2 P M, and arrive at Boston on Tuesday by 4 P M. *Returning*. Leave Boston every Friday by 9 A M, arrive at Chester on Saturday by 11 A M, and arrive at Concord on Saturday by 6 P M.

20. From Boston by Concord, Lancaster, Leominster and Ashburnham to Marlborough, Keene and Walpole in New Hampshire.

Leave Boston every Wednesday and Saturday by 6 A M, and arrive at Leominster by 7 P M.

Leave Leominster every Thursday by 6 A M, arrive at Keene by 9 PM, & at Walpole on Friday by 10 A M. *Returning*. Leave Walpole every Saturday or Sunday by 5 A M, arrive at Keene by 9 A M, and at Leominster in the evening. Leave Leominster every Monday and Thursday by 6 A M and arrive at Boston by 6 P M.

21. From Boston by Quincey, Hingham, Hanover, Plymouth, Sandwich, Barnstable, Yarmouth, Dennis, Harwich and Chatham to Truro once a week.

Leave Boston every Thursday by 3 P M, arrive at Sandwich on Friday by 6 P M, and at Truro the next Sunday by 6 A M. *Returning*. Leave Truro every Monday by 8 A M, arrive at Sandwich on Tuesday by 7 P M, and at Boston on Thursday by 10 A M.

22. From Sandwich by Falmouth and Holmes Hole to Edgartown once a week.

Leave Sandwich every Saturday by 1 P M, and arrive at Edgarton on Monday by 11 A M. *Returning*. Leave Edgarton on Monday by 2 P M, and arrive at Sandwich on Tuesday by noon.

23. From Boston by Sharon, Mansfield, Norton and Taunton to Newport once a week.

Leave Boston every Monday by 6 A M, and arrive at Newport by 6 P M, on Tuesday. *Returning*. Leave Newport every Wednesday by 8 A M, and arrive at Boston on Thursday by 6 P M.

24. From Boston by Charleston, Medford, Woburn, Billerica, Chelmsford and Tyngboroegh to Amherst once a week.

Leave Boston every Thursday by 10 A M, and arrive at Amherst the next Saturday noon. *Returning*. Leave Amherst every Monday noon, and arrive at Boston on Wednesday by 3 P M.

25. From Boston by Randolph, Bridgewater, Raynham and Taunton to New Bedford.

From May 1 to November 1. Leave Boston every Monday, wednesday and Friday at 10 P M, arrive at Taunton the next day by 11 A M, and at New Bedford by 8 P M. *Returning*. Leave New Bedford every Sunday, Tuesday and Thursday by 10 P M, arrive at Taunton the next day by 11 A M, and at Boston by 8 P M.

From November 1 to May 1. Leave Boston every wednesday and Friday at 9 A M, arrive at Taunton by 8 P M, and at New Bedford on Thursday & Saturday by 8 P M. Returning. Leave New Bedford every monday and wednesday by 9 A M. arrive at Taunton by 8 P M, and at Boston on Tuesday and Thursday by 7 P M.

26. From New Bedford to Nantucket, twice a week from November 1 to May 1. Leave New Bedford every Friday and Monday by 6 A M, arrive at Nantucket in the evening. Leave Nantucket every Saturday and Tuesday by 10 A M, and arrive at New Bedford in the evening.

From May 1 to November 1. Leave New Bedford every monday, wednesday and Friday by 10 A M, and arrive at Nantucket in the evening. Returning. Leave Nantucket every Tuesday, Thursday and Saturday at 8 A M, and arrive at New Bedford in the evening, winds and tide permitting.

27. From Taunton by Dighton and Somerset to warren once a week.

Leave Taunton every wednesday by 5 A M, and arrive at warren by 10 A M. Leave warren by 1 P M, and arrive at Taunton by 6 P M.

28. From Boston by Dedham, Providence, Plainfield, Norwich, New London, Saybrook, Killingworth, Guilford and New Haven to New York three times a week.

From May 1 to November 1. Leave Boston every Tuesday, Thursday and Saturday by 10 A M, arrive at Providence by 6 P M, arrive at Norwich on wednesday, Friday and monday by noon, at New London by 3 P M, arrive at New Haven on Thursday, Saturday and Tuesday by noon, at Stanford by 9 P M, and at New York on Friday, monday and wednesday by noon. Returning. Leave New York every Tuesday, Thursday and Saturday by 10 A M, arrive at New Haven on wednesday, Friday and monday by 2 P M, at Norwich on Thursday, Saturday and Tuesday by noon, at Providence by 8 P M, and at Boston on Friday, Monday and wednesday by 1 P M.

November 1 to May 1. Leave Boston every Tuesday, Thursday and Saturday by 9 A M, arrive at providence the next days by 9 A M, at New London every Thursday, Saturday and Tuesday by noon, at New Haven on Friday, Monday and wednesday by 3 P M, at Stratford by 8 P M, and arrive at New York on Monday, wednesday and Friday by 11 A M. Returning. Leave New York every Saturday, Tuesday and Thursday by 11 A M, arrive at Stratford the next days by 8 P M, at New Haven on Tuesday, Thursday and Saturday by 9 A M, at New London on wednesday, Friday and monday by 3 P M, at providence, Thursday, Saturday and Tuesday by 4 P M, at Boston on Friday, monday and wednesday by 3 P M.

29. From Boston by Dedham, Mendon, Pomfret and Tolland to Hartford once a week.

Leave Boston every Thursday by 7 A M, arrive at Hartford the next Saturday by 6 P M. Returning. Leave Hartford every monday by 8 A M, and arrive at Boston on wednesday by 5 P M.

30. From New Bedford to Newport once a week.

Leave New Bedford every Thursday by 6 A M, and arrive at Newport by 4 P M. Leave Newport every Friday by 8 A M, and arrive at New Bedford by 5 P M.

31. From Worcester by Rutland, Petersham and Northfield to Brattleborough once a week.

Leave worcester every Tuesday by 1 P M. and arrive at Brattleborough on wednesday by 6 P M. Returning. Leave Brattleborough every Thursday by 6 A M, and arrive at worcester on Friday noon.

32. From Brookfield by Belchertown, Northampton, worthington, Pittsfield and New Lebanon to Albany

Leave Brookfield every Tuesday and Friday by 9 A M, arrive at Northampton by 6 P M. Leave Northampton every wednesday and Saturday at 5 A M, arrive at Pittsfield by 1 P M, and at Albany on Thursday and monday by 7 P M. Returniug Leave Albany every wednesday and Saturday at 5 A M, arrive at Pittsfield by 5 P M, at Northampton on Thursday and Monday by 7 P M, and arrive at Brookfield on Friday and Tuesday by 4 P M.

33. From Springfield by Westfield and Stockbridge to Kinderhook once a week.

May 1 to November 1. Leave Springfield every Tuesday by 3 P M, arrive at Kinderhook on Thursday by 6 P M. Returning. Leave Kinderhook every Friday by 9 A M, arrive at Stockbridge by 3 P M. Leave Stockbridge on monday by 6 A M, and arrive at Springfield by 7 P M.

November 1 to May 1. Leave Springfield every wednesday at 6 A M, and arrive at Kinderhook on Thursday by 2 P M. Returning. Leave Kinderhook on Thursday by 4 P M, arrive at Stockbridge on Friday noon Leave Stockbridge every Tuesday at 6 A M, and arrive at Springfield by 7 P M.

34. From Suffield by West Springfield, Northampton, Greenfield, Brattleborough, Westminster, Walpole, Charlestown and Windsor to Hanover twice a week.

Leave Suffield every Tuesday and Friday at A M, arrive at Northampton by 1 P M, at Walpole on Wednesday and Saturday by 5 P M, at Windsor on Monday and Thursday by 2 P M, and at Hanover by 7 P M. Returning. Leave Hanover every Tuesday and Friday by 6 A M, arrive at Windsor by 1 P M, at Walpole on Wednesday and Saturday by 7 P M, and at Northampton on Thursday and Monday by noon, and at Suffield by 7 P M.

35. From Hanover by Orford and Haverhill, to Newbury once a week.

Leave Hanover every Wednesday by 6 A M, arrive at Haverhill by 4 P M, and at Newbury by 5 P M. Returning. Leave Newbury every Thursday by 6 A M, arrive at Haverhill by 8 A M, and at Hanover by 6 P M.

VERMONT.

36. From Windsor, by Royalston, Randolph, Williamston and Montpelier to Burlington once in two weeks.

Leave Windsor every other Thursday by 6 A M, and arrive at Burlingtonthe next Saturday by 6 P M. Returning. Leave Burlington every other Monday by 6 A M, and arrive at Windsor on Wednesday by 6 P M

37. From Windsor to Rutland once a week.

Leave Rutland every Monday by 7 A M, and arrive at Windsor on Tuesday by 6 P M. Returning. Leave Windsor every Wednesday by 6 A M, and arrive at Rutland on Thursday by 6 P M.

38. From Burlington by Vergennes and Middlebury to Rutland once a week.

Leave Burlington every Thursday by 8 A M, and arrive at Rutland on Saturday by 6 P M. Returning. Leave Rutland every Monday by 8 A M. and arrive at Burlington on Wednesday noon.

39. From Rutland by Manchester, Bennington, Lansingburg and Troy to Albany.

Leave Rutland every Monday at 8 A M, and arrive at Albany the next Wednesday by 6 P M. Returning. Leave Albany every Thursday by 8 A M, and arrive at Bennington by 7 P M. Leave Bennington on Friday by 8 A M, and arrive at Rutland on Saturday by 7 P M.

RHODE-ISLAND.

40. From Providence by Bristol and Warren to Newport.

Leave Providence every Monday, Wednesday and Friday by 7 A M, and arrive at Newport the same days by 5 P M. Returning. Leave Newport every Tuesday, Thursday and Saturday by 8 A M, and arrive at Providence by 4 P M.

41. From Providence by East Greenwich, Newport, South Kingston, Westerly and Stonington Point to New London once a week.

Leave Providence every Tuesday by 8 A M, and arrive at Newport by 6 P M, leave Newport every Wednesday by 6 A M, and arrive at New London on Thursday by noon. Returning. Leave New London on Thursday by 3 P M, and arrive at Newport on Friday by 6 P M, leave Newport on Monday by 7 A M, and arrive at Providence by 5 P M.

CONNECTICUT.

42. From Hartford by Windham to Norwich once a week.

Leave Hartford every Tuesday by 6 A M, and arrive at Norwich by 7 P M. Returning. Leave Norwich every Monday by 6 A M, and arrive at Hartford by 7 P M.

43 From Hartford by Middletown, Modus Landing and Colchester to New-London, once a week.

Leave Hartford every Tuesday at 1 P M, and arrive at New London on Wednesday by 7 P M. Returning. Leave New London every Thursday by 11 A M, and arrive at Hartford on Friday by 7 P M.

44. From Hartford by New Hartford, Canaan, Sheffield and Hillsdale to Hudson once a week

Leave Hartford every Monday at 2 P M, and arrive at Hudson on Wednesday by 11 A M. Returning. Leave Hudson every Wednesday at 2 P M, and arrive at Hartford on Friday by 11 A M.

45. From Hartford by Litchfield, New Milford, Newtown, Danbury and Ridgefield to New York once a week.

Leave Hartford every Monday by 10 A M, arrive at Litchfield by 7 P M, at New Milford on Tuesday by 11 A M, and at New York on Thursday by 8 A M. Returnrng. Leave New York every Thursday by 4 P M, arrive at New Milford on Saturday noon, at Litchfield by 7 P M, and at Hartford on Monday by 8 A M.

46. From New-Haven by Derby, Southbury, Woodbury, Bethlem, Litchfield and Goshen, to Canaan, once a week.

Leave Canaan every Monday noon, arrive at Litchfield by 7 P M, and at New Haven on Wednesday by 10 A M. Leave New Haven every Wednesday by 2 P M, arrive at Litchfield on Thursday noon, and at Canaan by 7 P M.

47. From New York by White Plains, Bedford, Fredericktown, Dover, Sharon, Sheffield, Great Barrington, Stockbridge, Pittsfield and Williamston to Bennington

Leave New York every Monday, Wednesday and Friday at 5 A M, the next Wednesday, Friday and Monday at 6 P M. Returning. Leave Bennington every Thursday, Saturday and Tuesday by 5 A M, and arrive at New York the next Saturday, Tuesday and Thursday by 6 P M.

If the stages run but once a week on this route the mail is to leave New York every Monday at 5 A M, arrive at Bennington on Wednesday by 6 P M. Leave Bennington on Thursday by 5 A M, and arrive at New York on Saturday by 6 P M.

48. From New York by Yonkers, Peekskill, Fishkill, Poughkeepsie, Rhinebeck, Redhook, Clermont, Hudson, Claverac and Kinderhook to Albany three times a week.

Leave New York every Monday, Wednesday and Friday by 2 P M, arrive at Tarrytown by 8 P M. Leave Tarrytown every Tuesday, Thursday and Saturday at 5 A M, arrive at Poughkeepsie by 7 P M. Leave Poughkeepsie Wednesday, Friday and Sunday by 5 A M, arrive at Kinderhook by 7 P M. Leave Kinderhook every Thursday, Saturday and Monday, at 5 A M, and arrive at Albany by 8 A M. Returning. Leave Albany Thursday, Saturday and Monday by 3 P M, arrive at Kinderhook by 7 P M. Leave Kinderhook Friday, Sunday and Tuesday, at 5 A M, arrive at Poughkeepsie by 7 P M. Leave Poughkeepsie Saturday, Monday and Wednesday, at 5 A M, arrive at Tarrytown by 7 P M. Leave Tarrytown every Sunday, Tuesday and Thursday, at 5 A M, arrive at New York at 11 A M.

49. From Albany by Troy and Lansingburgh, to Salem, once a week.

Leave Albany every Tuesday at 8 A M, arrive at Lansingburgh by 10 A M, and at Salem by 4 P M. Returning. Leave Salem every Monday, by 8 A M, and arrive at Albany by 5 P M.

50. From Salem by Granville, Fairhaven, Vergennes, Bason-Harbour, Willsboro', Peru and Plattsburgh, to Champlain-town, once in two weeks,

Leave Salem every other Wednesday by 5 A M, and arrive at Plattsburgh the next Sunday by 5 P M. Returning. Leave Plattsburgh every other Monday at 8 A M, and arrive at Salem the next Friday by 4 P M.

51. From Lansingburgh by Waterford, Stillwater, Fort Edward, Whitehall landing and Fairhaven, to Rutland, in Vermont.

Leave Lansingburgh every Thursday by noon, and arrive at Rutland the next Saturday by 6 P M. Returning. Leave Rutland every Monday by noon, and arrive at Lansingburgh on Thursday by 10 A M.

52. From Albany by Schenectady, Tripes Hill, Conajoharry, German Flatts, Old Fort Schuyler and Whitestown to Rome. *The times desired to be stated in the proposals.*

53. From Schenectady by Balltown Springs and Glenisbridge to Sandy Hill once a week.

Leave Schenectady every Tuesday by 6 A M, and arrive at Sandy Hill by 4 P M. Leave Sandy Hill on Wednesday by 6 A M, and arrive at Schenectady by 4 P M.

54. From Tripeshill to Johnston once a week.

Leave Tripeshill in one hour after the mail arrives from Albany on Tuesday, arrive at Johnston in two hours, stay at Johnston two hours, and return to Tripeshill in two hours.

55. From Conajoharry by Cherry Valley to Cooperstown twice a week.

Leave Conajoharry every Wednesday and Saturday at 6 A M, and arrive at Cooperstown by 2 P M. Leave Cooperstown every Tuesday and Friday by 10 A M, and arrive at Conajoharry by 6 P M.

56. From Cooperstown by Butternuts and Oxford to Union once in two weeks.

Leave Union every other Monday by 10 A M, and arrive at Cooperstown on Wednesday by 5 P M. Returning. Leave Cooperstown every other Thursday by 6 A M, and arrive at Union on Saturday by 3 P M.

57. From Old Fort Schuyler by Cincinnatus to Oxford Academy once in two weeks.

Leave Old Fort Schuyler every other Thursday by 6 A M, and arrive at Oxford on Friday noon. Returning. Leave Oxford every other Friday by 2 P M, and arrive at Old Fort Schuyler on Saturday by 7 P M.

58. From Rome by to Rotterdam once in two weeks.

Leave Rome every other Thursday by 10 A M. and arrive at Rotterdam by 6 P M. Returning. Leave Rotterdam every other Friday by 9 A M, and arrive at Rome by 6 P M.

59. From Rome by Oneida, Onondaigua, Scipio and Geneva to Kanandaigua once a week.

Leave Rome every Thursday by 10 A M, and arrive at Kanandaigua the next Monday by 6 A M. Leave Kanandaigua every Monday by 10 A M, and arrive at Rome the next Thursday by 8 A M.

60. From Kanandaigua by Hartford to Niagara once in two weeks.

Leave Kanandaigua every other Monday by 10 A M, and arrive at Niagara the next Wednesday by 7 P M. Returning. Leave Niagara every other Friday by 6 A M, and arrive at Kanandaigua the next Monday by 6 A M.

61. From Rhinebeck by Kingston, Shawangunk, Wardsbridge, Goshen, Hamburg, Newtown, Johnsonsburg and Hope, to Easton, once a week.

Leave Easton every Thursday by 3 P M, and arrive at Rhinebeck the next Sunday by 5 P M. Returning. Leave Rhinebeck every Monday by 8 A M, and arrive at Easton on Thursday by 10 A M.

62. From New York by Hackensack, Paramus, New Antrim and Chester to Goshen once a week.

Leave New York every Friday at 7 A M, and arrive at Goshen on Saturday by 6 P M. Returning. Leave Goshen every Tuesday at 6 A M, and arrive at New York on Wednesday by 6 P M.

63. From Fishkill by Newburg and New Windsor to Goshen once a week.

Leave Fishkill every Wednesday by 7 A M, and arrive at Goshen by 5 P M. Leave Goshen every Tuesday at 7 A M, and arrive at Fishkill by 5 P M.

64. From New York by Jamaica, Huntington, Smithtown, Brookhaven, Suffolk, Southampton & Bridgehampton to Sagharbour once a week.

Leave New York every Thursday at 10 A M, and arrive at Sagharbour the next Saturday by 6 P M. Leave Sagharbour every Monday at 8 A M, and arrive at New York on Wednesday by 5 P M.

NEW-JERSEY.

65. From Woodbridge to Amboy three times a week.

Leave Woodbridge every Monday, Wednesday & Friday at 8 A M, and arrive at Amboy by 9 A M. Leave Amboy at noon and arrive at Woodbridge by 1 P M.

66 From Trenton by Allentown, Monmouth court-house, Shrewsbury, Middletown Point, Spotswood, New Brunswick, Somerset, New Germanton, Pittston and Flemington to Trenton once a week.

Leave Trenton every Tuesday by 10 A M, and return to Trenton the next Tuesday by 6 A M.

67. From Philadelphia by Taunton and Atsion to Tuckerton once in two weeks.

Leave Philadelphia every other Wednesday by 3 P M, arrive at Tuckerton on Thursday by 6 P M. Leave Tuckerton every other Tuesday by 6 A M, and arrive at Philadelphia on Wednesday by 9 A M.

68. From Philadelphia by Woodbury, Swedesborough, Woodstown and Salem to Bridgetown once a week.

Leave Philadelphia every Wednesday afternoon by 3 o'clock, and arrive at Bridgetown on Friday by 2 P M. Leave Bridgetown on Saturday at 8 A M, and arrive at Philadelphia on Wednesday at 9 A M.

69. From Philadelphia by Jenkintown, Plumstead and Pipers by Bethlehem to Easton once a week.

Leave Philadelphia every Wednesday by 10 A M, and arrive at Easton on Thursday by 2 P M. Returning. Leave Easton every Monday at 9 A M, and arrive at Philadelphia on Tuesday by 3 P M.

70. From Plumstead by Pipers and Alexandria to Pittston once a week.

Leave Plumstead every Thursday by 5 A M, arrive at Pittston by 11 A M. Leave Pittston by 1 P M, and arrive at Plumstead by 7 P M.

71. From Easton to Wilkesbarre once a week.

Leave Easton every Thursday by 3 P M, and arrive at Wilkesbarre on Saturday noon. Returning. Leave Wilkesbarre every Tuesday noon, and arrive at Easton every Thursday by noon.

72. From Philadelphia by Norristown, Trap, Pottsgrove, Reading, Lebanon and Harrisburg to Carlisle.

October 15 to April 15. Leave Philadelphia every Tuesday and Thursday at sunset, arrive at Reading every Thursday and Saturday at 4 P M. Leave Reading every Friday at 8 A M, arrive at Carlisle every Sunday by 11 A M. Returning Leave Carlisle every Sunday by 2 P M, arrive at Reading on Tuesday by 4 P M, leave Reading every Wednesday and Monday by 8 A M, and arrive at Philadelphia on Thursday and Tuesday by 4 P M.

April 15, to October 15. Leave Philadelphia every Wednesday and Friday at 8 A M, arrive at Reading on Thursday and Saturday by 11 A M. Leave Reading every Thursday noon, and arrive at Carlisle the next Saturday by 11 A M. Returning. Leave Carlisle every Monday noon, arrive at Reading on Tuesday by 7 P M. Leave Reading every Wednesday and Monday at 8 A M, and arrive at Philadelphia on Thursday and Tuesday by 9 A M.

73. From Reading by Hamburg. Sunbury and Northumberland to Louisburg once a week.

Leave Reading every Friday at 6 A M, and arrive at Louisburg on Monday by 10 A M. Returning. Leave Louisburg every Tuesday noon, and arrive at Reading on Thursday by 4 P M.

74. From Harrisburg by Petersburg, Millerstown, Thompsontown, Mifflintown, Louistown, Huntingdon, Alexandria, Centre Furnace, Belle Fount, Milesburg, Aaronsburg, Mifflinburg, Louisburg, Northumberland, Sunbury and Halifax to Harrisburg once in two weeks.

Leave Harrisburg every Saturday by 6 A M, waiting at each post-office which shall be established on the route, two hours, and return again to Harrisburg the next Monday by 8 A M.

75, From Somerset by Connellsville to Union once a week.

Leave Somerset every Thursday by 5 A. M. arrive at Union by 4 P. M. Leave Union every Friday by 8 A. M and arrive at Somerset by 7 P. M.

76. From Pittsburg by Cannonsburg, Washington, West Liberty and Wheeling, to the mouth of Fishing Creek, once a week.

Leave Pittsburg every Friday by noon, and arrive at Filhing Creek on Sunday by 9 A M. Returning. Leave Fishing Creek every Wednesday by 4 P M, and arrive at Pittsburg the nex Friday by 10 A M.

77. From Preston by Washington to Cincinnati once a week.

Leave Preston every Friday at noon, arrive at Washington by 8 P M, and at Cincinnati the next Monday noon. Returning. Leave Cincinnati every Tuesday at 6 A M, and arrive at Washington on Wednesday by 5 P M. Leave Washington at 9 P M, and arrive at Preston on Friday by 11½ A M.

From Petersburg by City Point to Bermuda Hundred, three times a week.

Leave Petersburg every Monday, Wednesday and Friday by 6 A M, and arrive at Bermuda Hundred by 10 A M. Leave Bermuda Hundred by 11 A M, and arrive at Petersburg by 3 P M, on the same days.

KENTUCAY.

78. From Washington by Springfield, Bourbon, Lexington, Frankfort and Harrodsburg to Danville once a week,

Leave Washington every Saturday by 8 A M, and arrive at Danville the next Monday by 5 P M. Returning. Leave Danville every Tuesday by 8 A M, and arrive at Lexington on Wednesday noon, and at Washington on Thursday by 6 P M.

79. From Danville to Louisville by Beardstown once in two weeks.

Leave Danville every other Tuesday by noon, arrive at Louisville the next Thursday by 3 P M. Returning. Leave Louisville every other Friday by 6 A M, and arrive at Danville on Saturday by 6 P M.

80. From Danville by Stamford and Cumberland Gap to Moffat's store in Tennessee once a week.

Leave Danville every Monday at 2 P M. and arrive at Moffat's store the next Thursday by 6 P M. Leave Moffat's store every Friday by 6 A M, and arrive at Danville on Monday by 10 A M.

TENNESSEE.

81. From Knoxville by South West Point and Fort Blount and Craig Fort to Nashville once in two weeks.

Leave Knoxville every other Tuesday by 8 A M, and arrive at Nashville the next Monday by 9 A M. Returning. Leave Nashville every other Monday by 3 P M, and arrive at Knoxville the next Saturday by 8 P M.

MARYLAND AND VIRGINIA.

82. From Baltimore by Ellicot's Lower Mills, Montgomery Court House, Charlesburg, Leesburg, Middleburg and Warrenton to Culpeper, C. H. once a week.

Leave Baltimore every Monday noon, arrive at Leesburg on Tuesday evening, and at Culpeper Court House the next Thursday noon. Returning. Leave Culpeper Court House every Friday noon and arrive at Baltimore the next Monday by 9 A M.

83. From Allen's Fresh by Ludlow's Ferry to Port Conway in Virginia once in two weeks,

Leave Allen's Fresh every other Monday by 6 A M, and arrive at Port Conway by 6 P M. Returning. Leave Port Conway every other Tuesday by 8 A M, and arrive at Allen's Fresh by 7 P M.

84. From Morgantown by Petty John to to Clarksbury once in two weeks.

Leave Morgantown every other Monday by 5 A M, and arrive at Clarksburg by 5 P M. Returning. Leave Clarksburg every other Tuesday by 8 A M, and arrive at Morgantown by 8 P M.

85. From Todds to King and Queen, C. H. once a week.

Leave Todds every Thursday by 9 A M, arrive at King and Queen by 11 A M Leave King and Queen at 1 P M, and arrive at Todds by 6 P M.

86. From Halifax by Danville to Caswell court-house once in two weeks.

Leave Halifax court-house every other Tuesday by 2 P M, arrive at Caswell court-house the next Wednesday by 6 P M. Returning. Leave Caswell C. H. every other Thursday by 6 A M, and arrive at Halifax court-house on Friday by noon.

87. From Petersburgh by Suffex court house and Southampton court house to South Quay, once in two weeks.

Leave Petersburg every other Wednesday by 6 A M and arrive at South Quay on Thursday by 6 P M. Returning. Leave South Quay every other Monday by 6 A M and arrive at Petersburg on Tuesday by 3 P M.

NORTH-CAROLINA, &c

88. From Newbern to Beaufort and Swansboro once in two weeks, the mail to go alternately.

Leave Newbern every other Thursday by 6 A M, remain at each of the offices two hours, and return to Newbern the next

89. From Wilmington by Georgetown to Charleston, once a week.

Leave Wilmington every Monday by 6 A M and arrive at Charleston the next Thursday by 10 A M. Leave Charleston every Thursday by 3 P M and arrive at Wilmington the next Sunday by 5 P M.

90. From Norfolk by Kempsville, Great Bridge and North West River Bridge to Jonesboro', once in two weeks.

Leave Norfolk every other Wednesday at 9 A M and arrive at Jonesboro' on Thursday by 7 P M. Returning. Leave Jonesboro' every other Monday by 10 A M and arrive at Norfolk on Tuesday by 6 P M.

91. From North West River Bridge by New Lebanon to Elizabeth city, once in two weeks.

Leave North West River Bridge every other Friday by 6 A M add arrive at Elizabeth city by 6 P M. Leave Elizabeth city every other Saturday by 6 A M, and arrive at N. W. river bridge by 6 P M.

92. From Salem, N. C. by Bethania, Flower Gap Graysoncourt-house and Austinville to Wythe court-house once in two weeks.

Leave Salem every other saturday by 6 A M, and arrive at Wythe c. h. the next Mon. by 6 P M. Leave Wythe court-house every other Tuesday by 9 A M, and arrive at Salem the next Thursday by 6 P M.

93. From Murfreesboro' by South Quay to Suffolk once a week.

From Murfreesboro' every Wednesday by 6 A M, arrive at Suffolk by 6 P M. Returning. Leave Suffolk every Tuesday by 6 A M, and arrive at Murfreesboro' by 6 P M.

94. From Fayetteville to Pittsburg once in two weeks.

Leave Fayetteville every other Wednesday by 6 A M, and arrive at Pittsburg on Thursday at 10 A M. Leave Pittsburg every other Thursday by 2 P M, and arrive at Fayetteville on Friday by 6 P M.

GEORGIA AND SOUTH-CAROLINA.

95. From Augusta by Robinson at the White Ponds and Gillets mills to Coosahatchy, once a week.

Leave Augusta every Tuesday by 8 A M and arrive at Coosahatchy on Wednesday by 7 P M. Returning. Leave Coosahatchy every Sunday at 6 A M and arrive at Augusta on Monday by 5 P M.

96. From Georgetown to Rocky Landing in Georgia, once in two weeks.

Leave Georgetown every other Monday at 6 A M, and arrive at Rocky Landing at 5 P M. Returning. Leave Rocky Landing every other Tuesday by 6 A M and arrive at Georgetown by 6 PM.

NEW JERSEY.

97. From Newtown by Hackettstown, Morristown and Chatham to Newark, and from Newark back by Chatham, Morristown, Boonetown, Rockaway and Sparta to Newtown, once a week.

Leave Newtown every Thursday by 6 A M and arrive at Newark on Friday by 10 A M. Leave Newark every Friday by 2 P M, and arrive at Newtown on Sriurday by 6 P M.

Note 1. The Post Master General may alter the times of arrival and departure at any time during the continuance of the contracts, he previously stipulating an adequate compensation for any extra expense that may be occasioned thereby.

Note 2. Half an hour shall be allowed for opening and closing the Mail at all offices where no particular time is specified.

Note 3. *For every hour's delay (unavoidable accidents excepted) in arriving after the times prescribed in any contract, the Contractor shall forfeit one dollar, and if the delay continue until the departure of any depending Mail, whereby the Mails destined for such depending Mail, lose a trip, an additional forfeiture of five dollars shall be incurred.*

Note 4. Newspapers as well as Letters are to be sent in the Mails; and if any person making proposals desires to carry newspapers other than those conveyed in the mails, for his own emolument, he must state in his proposals for what sum he will carry it with that emolument and for what sum without that emolument.

Note 5. Should any person making proposals desire an alteration of the times of arrival and departure above specified, he must state in his proposals the alterations desired, and the difference they will make in the terms of his contract.

Note 6. Persons making proposals are desired to state their prices by the year. Those who contract will receive their pay quarterly, in the months of January, April, July and October.

Note 7. The contracts are to be in operation on the first day of October next, and continue for four years, until the first of October 1801—excepting contracts for the routes No. 8, 9, 10, 31, 36, 50, 51, 57, 60, 74, 76, 77, 80, 81, 83, 84, 87, 90, 91, 92, 96—which are to continue for two years until the 1st of October, 1799.

JOSEPH HABERSHAM,
Post-Master General.

General Post-Office, Philadelphia,
May 27th, 1797.
June 1. 2awtJ31